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6.1.01 Headlamp Unit

Procedure

1. Remove the front apron undertray and remove the complete nose assembly.
2. Release the headlamp plug from the body clip and disconnect the plug.

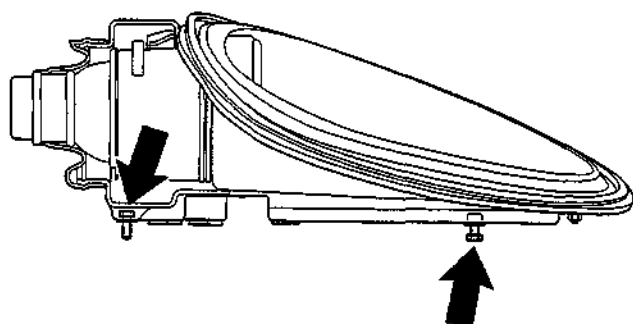


Figure 1. Headlamp Removal

3. Remove 1 bolt from the front headlamp mounting.
4. Remove the main beam lamp access cover and loosen the rear headlamp mounting bolt.
5. Lift off the headlamp assembly.
6. On refitting the headlamp assembly, carry out the headlamp alignment procedure.

6.1.02 Headlamp Alignment

Data

Main Beam Alignment	1.5° down
Dipped Beam Alignment	1.5° down

Tools

Headlamp Alignment Gauge

Procedure

1. Lift the bonnet and remove the main beam access cover from the headlamp unit.
2. Using the large hex adjusters, align the outer dipped beams to the correct pattern in a headlamp alignment gauge

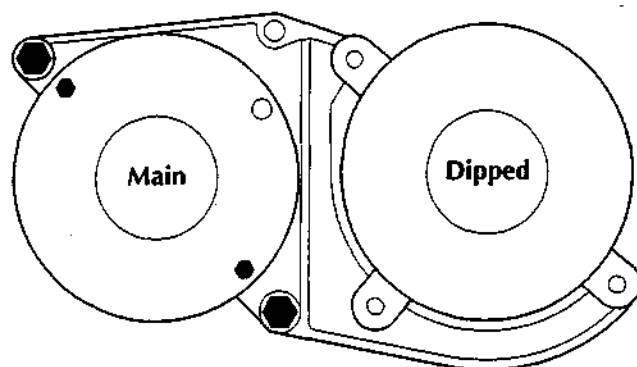


Figure 1. Headlamp Alignment

3. Using the small hex adjusters, set the inner main beam alignments so that the bright spot is centralised and 1.5° down in the alignment gauge. If necessary, fine tune the adjustment to suit average vehicle loading and driver requirements.

Dipped Beam Conversion - UK-Europe-UK

1. Access the dipped beam lamps through the panels in the wheel arch liners.
2. Cut the tie strap securing the rubber gaiter and pull back the gaiter.
3. Slacken 3 screws securing the lamp backplate (Figure 2) and rotate the plate to the right for UK or to the left for Europe to the limit of the bolt slots.

1. For European (RH) Use (Beam Pattern )
2. For UK (LH) Use (Beam Pattern )

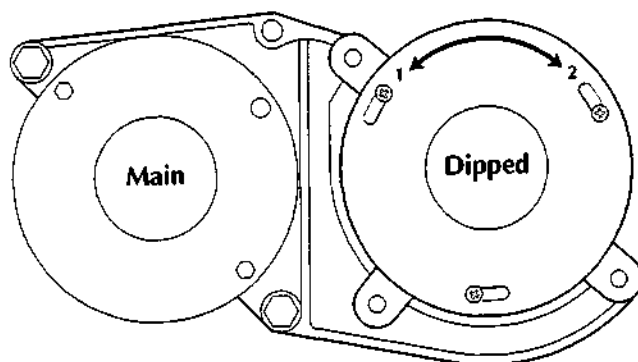


Figure 2. Dipped Beam Conversion UK-Europe

4. Tighten the three screws, replace the gaiter and secure it with a new tie strap.

6.1.03 Front Indicator/Parking Lamp Unit**Procedure**

1. Release the single captive screw at the outboard end of the assembly and remove the assembly from the front apron.

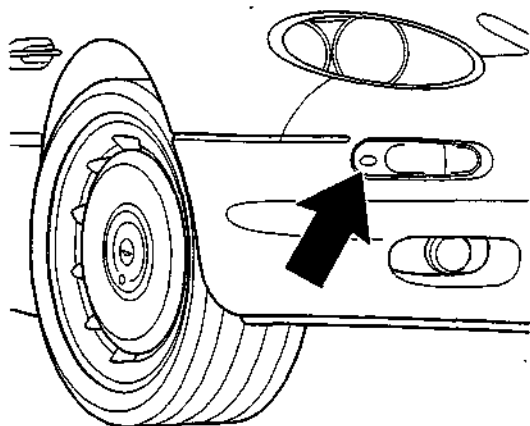


Figure 1. Indicator/Parking Lamp Removal

2. Disconnect the 2 electrical plugs at the rear of the assembly and remove the lamp unit.

6.1.04 Front Fog Lamp Assembly**Procedure**

1. Remove the front apron undertray. Access the rear of the fog light assembly

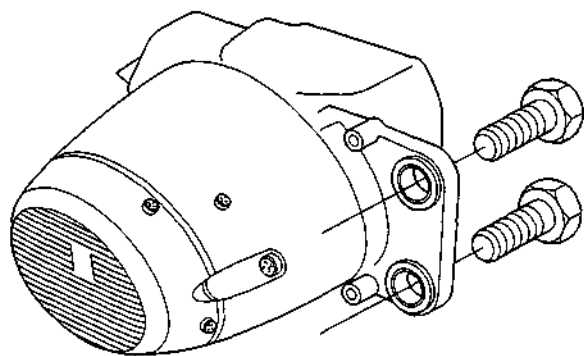


Figure 1. Front Fog Lamp Removal

2. Remove two bolts and lower the lamp assembly from its bracket.
3. Disconnect the lamp loom and remove the fog lamp assembly.

6.1.05 Side Repeater Lamps**Procedure**

1. Protect the surrounding paintwork and use a screwdriver to lever the assembly from the front wing.

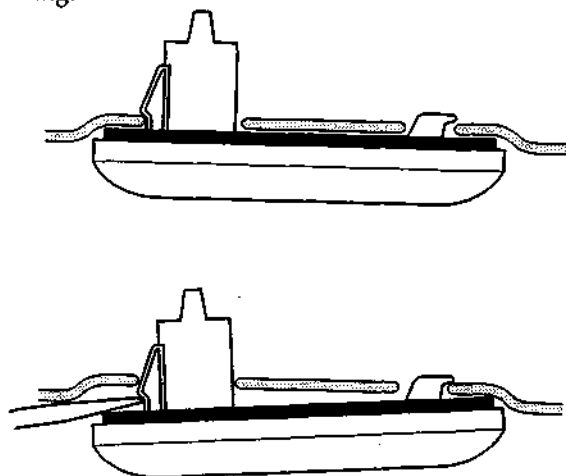


Figure 1. Side Repeater Lamp Removal

2. Disconnect the wiring at the rear of the lamp and remove the assembly.

6.2.01 Windscreen Wiper Motor

Procedure

1. Disconnect the battery.
2. Disconnect the wiper motor multi-plug.
3. Remove the nut and lockplate (Fig 1-1) from the motor gearbox shaft and release the drive bracket from the shaft.

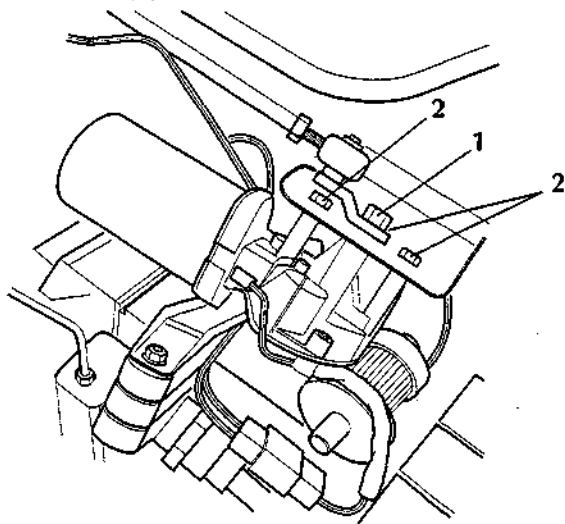


Figure 1. Windscreen Wiper Motor

4. Remove three nuts (Fig 1-2) and remove the motor from its mounting bracket.

6.3.01 Alternator

Procedure

1. Disconnect the battery earth lead.
2. Using a 3/8" ratchet handle, release the drive belt tension. Slip the belt from the water pump drive pulley and from the alternator drive pulley.
3. Release the ignition leads from the support on the alternator top mounting.
4. Remove the alternator output lead cover, remove the nut and washers and disconnect the alternator output lead.
5. Disconnect the electrical plug on the rear of the alternator.
6. Remove the alternator lower mounting bolt.

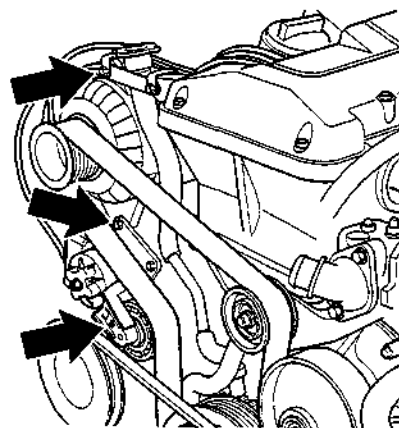


Figure 1. Alternator Mountings

7. Loosen the alternator upper mounting bolt, support the alternator, remove the upper bolt and the alternator.

Replacement is the reverse of the removal procedure. The drive belt is tensioned automatically by the spring loaded idler on refitting the main drive belt.

6.3.02 Starter Motor

Procedure

1. Disconnect the battery.
2. Remove the inlet air trunking.

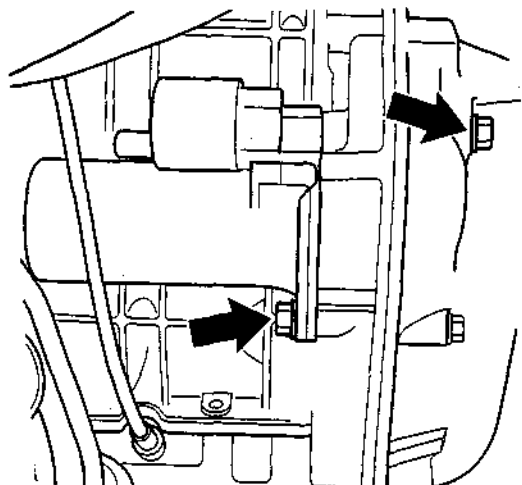


Figure 1. Starter Motor Mountings

3. Disconnect the starter solenoid connector and the starter motor power lead at the solenoid.
4. Remove the top starter motor securing bolt.

Note: The top bolt is from the engine side on auto cars and from the gearbox side on manual cars.

5. Raise the car on a hoist and whilst supporting the motor, remove the lower starter motor securing bolt.
6. Lift the motor from the bell housing and remove it from the vehicle by positioning it vertically and lowering it down in front of the oil filter.

6.5.01 Steering Wheel and Horn Switches

Procedure

1. Remove the steering wheel centre pad.

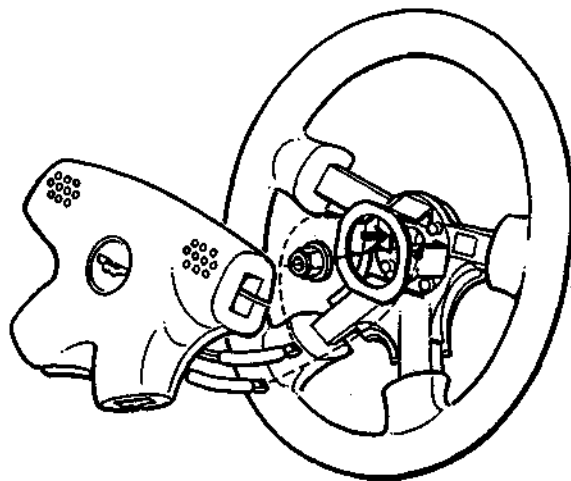


Figure 1. Steering Wheel and Horn

2. Mark the position of the steering wheel relative to the steering column to ensure correct replacement.
3. Remove the steering wheel securing nut and remove the steering wheel.

6.5.02 Column Switches

Procedure

1. Remove the steering wheel.
2. Remove three screws and the column switch cover.

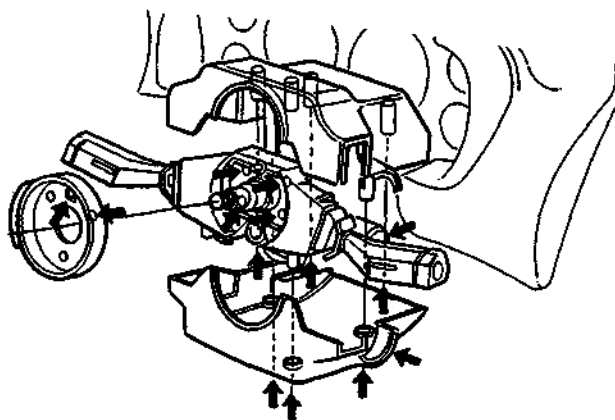


Figure 1. Column Mounted Switches

3. Cut the tywraps securing the switch loom to the steering column. Disconnect the loom plugs.
4. Release 4 screws and lift the switch assembly off the steering column.

6.5.03 Ignition Switch

Procedure

1. Disconnect the battery.
2. Remove three screws and the steering column lower cover.

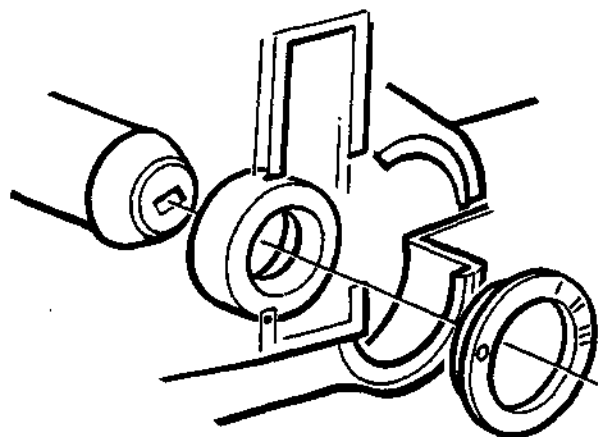


Figure 1. Ignition Switch

3. Loosen the grub screw securing the switch and ease the switch from its location.
4. Disconnect the switch multi-plug and remove the switch.

6.5.04 Instrument Panel

Procedure

1. Disconnect the battery.
2. Remove the four screws from the instrument panel surround and remove the surround.

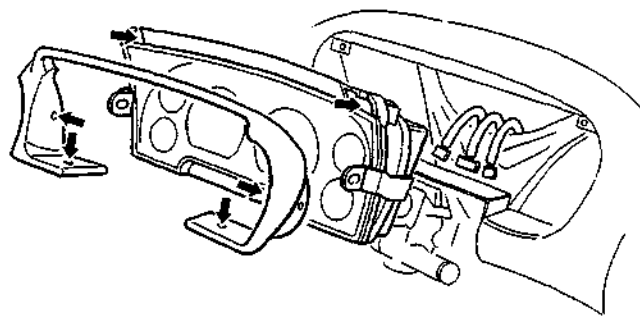


Figure 1. Instrument Panel Removal

3. Remove two screws from the top edge of the instrument panel and withdraw the panel.
4. Detach the three electrical connectors and remove the instrument panel.
5. Panel warning lamps are 1.2W bayonet fit. The larger panel illumination lamps are also 1.2W bayonet fit.

6.5.05 Radio

Procedure

1. Press the release button and remove the radio front control panel.

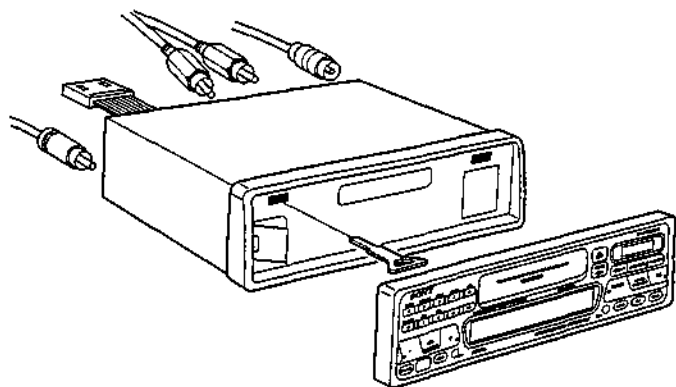


Figure 1. Radio Removal

2. Insert the radio removal tool into the slots in the top edge of the radio body to release the catches. Pull forward on the radio and remove it from the centre console.
3. Disconnect the speaker, CD, aerial, power and earth connectors.

6.5.06 Air Conditioning and Switch Panel

Procedure

1. Remove the radio.
2. Pull off the air conditioning control knobs.
3. Lift of the console controls finisher panel.

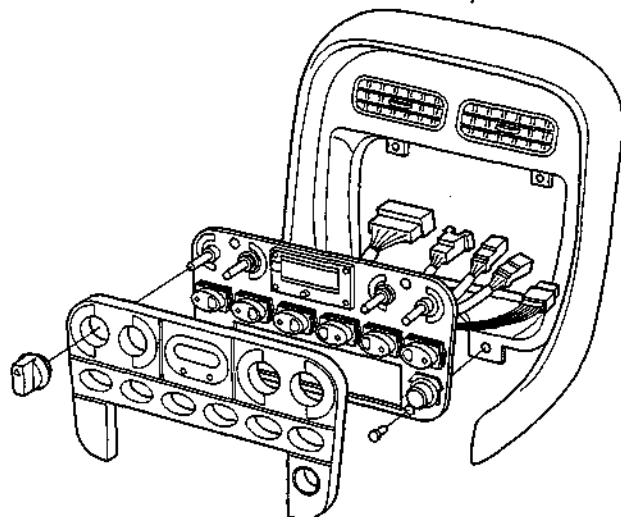


Figure 1. Air Conditioning Panel Removal

4. Remove four screws and pull forward the centre console control panel.
5. Disconnect the five connectors in the centre console wiring and remove the centre console control panel.

6.5.07 Cruise Control, Window and Gearshift Switches

Procedure

1. Protect the wood finisher around the switches.

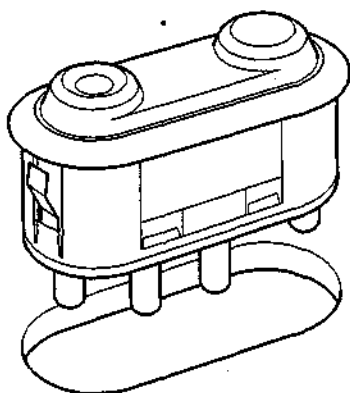


Figure 1. Switch Removal

2. Using a suitable lever, raise each end of the switch to release the spring clips.
3. Pull the switch clear of the wood finisher and disconnect the switch wiring.

6.5.08 Seat Control Switch Panels

Procedure

1. Remove the wood trim above the passenger side dash.
2. Remove the ashtray (Fig 1-1).

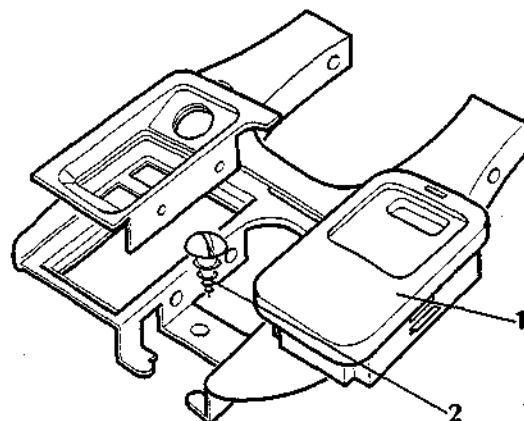


Figure 1. Ashtray and Ashtray Well

3. Remove the gear selector knob.
4. Release the screw in the ashtray well (Fig 1-2) securing the gearshift and centre console surround.
5. Raise the console surround and support it to gain access to the seat control panel.
6. Disconnect the multi-plug in the seat switch loom.
7. Remove 2 screws (Fig 2-1) and the seat control switches.

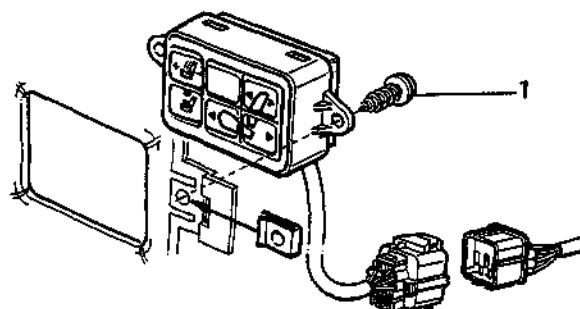


Figure 2. Seat Control Switch Panel Removal

6.6.01 Front Interior Lamps

Procedure

1. Release the quarter turn fastener on the front interior light assembly and lower the assembly from the roof liner.

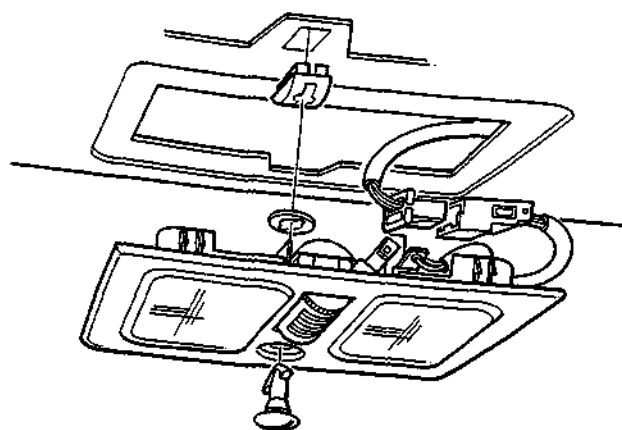


Figure 1. Front Interior Lamp

2. Disconnect the interior lamp plug and remove the interior lamp assembly.

6.6.02 Rear Interior Lamps

Procedure

1. Release the rear upper trim panel.
2. Remove two spire washers and the rear interior lamp assembly.

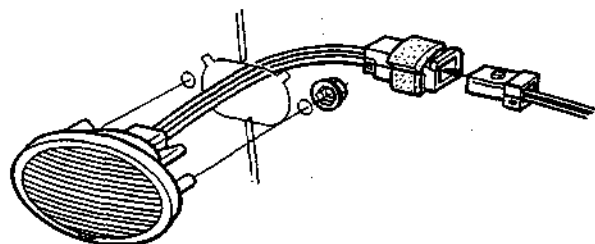


Figure 1. Rear Interior Lamps

3. Disconnect the lamp wiring and remove the lamp assembly.

6.6.03 Front Seat Removal

Procedure

1. Motor the front seat forward and remove the rear securing bolts for the seat rails.
2. Motor the seat to the rear and remove the front seat rail securing bolts.

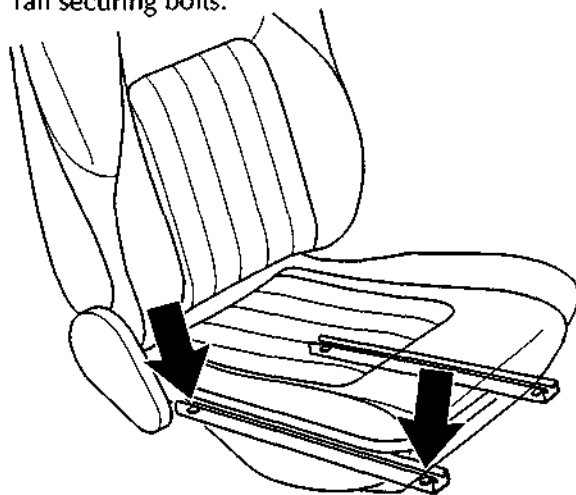


Figure 1. Front Seat Removal

3. Lift the footwell carpet, release the access plate securing screws and remove the plate to gain access to the seat control unit.
4. Cut and remove the tywraps securing the seat loom.
5. Disconnect the seat harness connectors at the control unit.
6. Remove the seat assembly.

6.6.04 Front Seat Runner Assembly

Procedure

1. Remove the seat from the car.

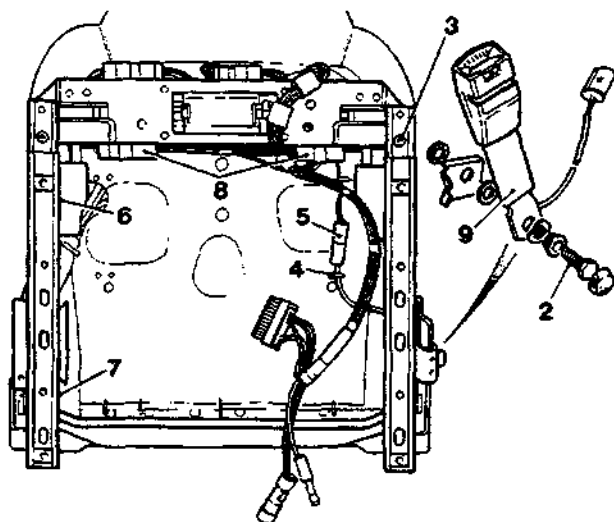


Figure 1. Front Seat Runner Removal

2. Cut the tywraps (Fig 1-4) securing the seat belt buckle harness and disconnect the buckle harness plug (Fig 1-5).
3. Position the runner as required and release the bolts (Fig 1-3) securing the front and rear of the seat frame.
4. Release the front harness from its retaining clips and disconnect the multi-plugs (Fig 1-8).
5. Remove the complete seat runner assembly (Fig 1-6).
6. Remove the seat belt bolt trim cover and remove the seat belt bolt (Fig 1-2), buckle and buckle bracket (Fig 1-9).
7. Fit and secure the seat belt buckle to the replacement seat runner assembly.

6.6.05 Front Seat Rail Motor

Procedure

1. Remove the seat from the vehicle.
2. Remove the front seat runner assembly from the seat.
3. Remove the seat harness clamp (Fig 1-1).
4. Disconnect the seat rail motor plug (Fig 1-10).

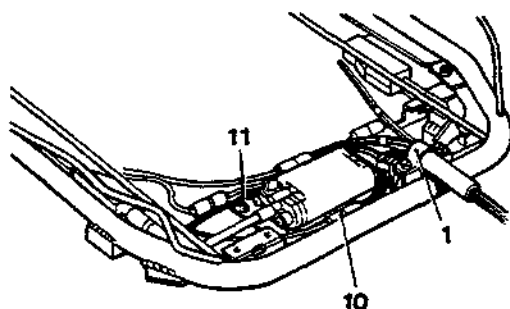


Figure 1. Front Seat Rail Motor Removal

5. Loosen the motor securing screws (Fig 1-11) and remove the motor/drive assembly.

6.6.06 Lumbar Support Motor

Procedure

1. Remove the seat from the car and remove the seat back finisher panel.
2. Disconnect the lumbar motor plug and the lumbar diaphragm air line (Fig 1) and remove the motor.

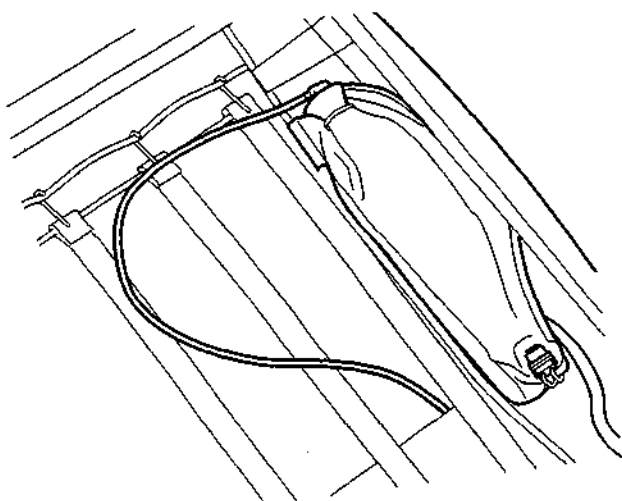


Figure 1. Lumbar Support Motor Removal

6.6.07 Seat Recline Motor

Procedure

1. Remove the seat from the car and remove the seat back finisher panel.
2. Disconnect the recline motor connector.

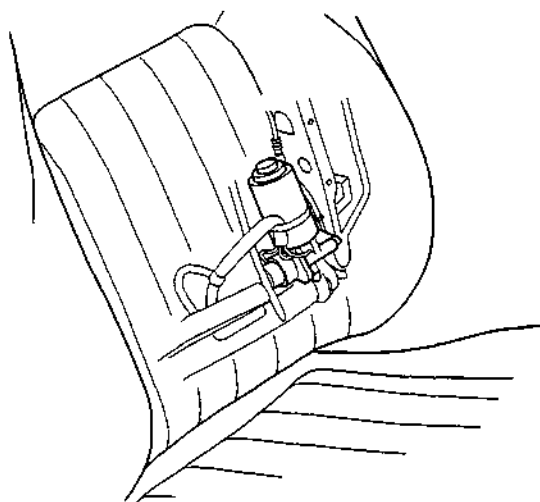


Figure 1. Seat Recline Motor Removal

3. Disconnect the trigger cable from the motor.
4. Loosen two screws and remove the recline motor from its bracket.

6.6.08 Seat Control Unit

Procedure

1. Lift the footwell carpet, release the access plate securing screws and remove the plate to gain access to the seat control unit.

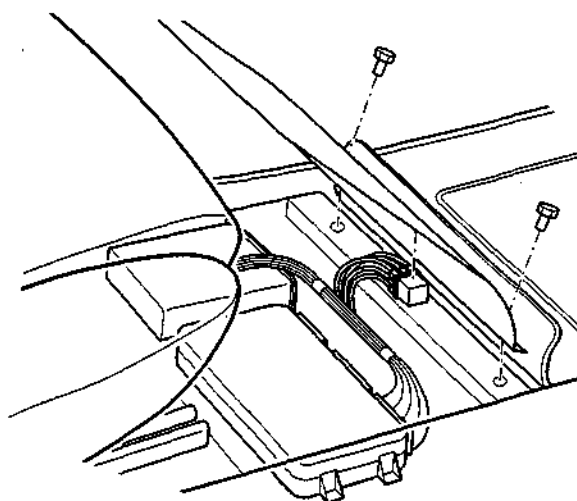


Figure 1. Seat Control Unit Removal

2. Disconnect the multiplug from the control unit.
3. Release the securing screws and remove the seat control unit.

6.7.01 Door Edge Lamps

Procedure

1. Lever the lamp assembly from the door edge, taking precautions to protect the door paintwork.

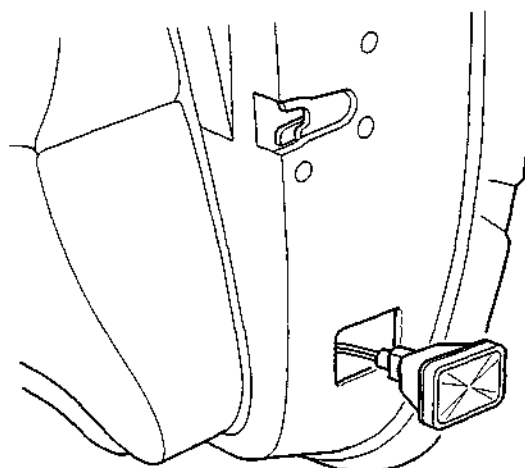


Figure 1. Door Edge Lamp Removal

2. Disconnect the lamp wiring and remove the door edge lamp assembly.

6.7.02 Rear Lamp Cluster

Procedure

1. Remove the rear lamp cluster inner cover.
2. Release the boot rear liner
3. Release the two nuts and one screw securing the rear lamp surround and remove the surround.

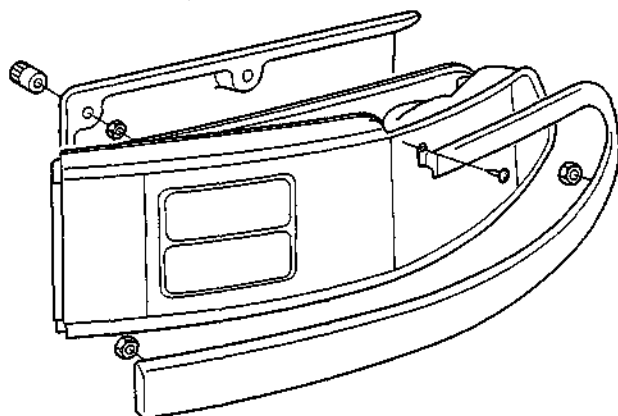


Figure 1. Rear Lamp Cluster

4. Disconnect the rear lamp cluster multi-plug.
5. Remove six nuts from the rear of the assembly and lift out the lamp cluster.

Door Mounted Components

Central Locking System

Description

The central locking system consists of motor operated lock actuators in both doors, the boot and the fuel flap mechanism. The central locking control module is located inside the drivers side 'A' post.

Each motor driven lock actuator incorporates a microswitch which will signal a change of state when any motor runs to drive the actuator. The microswitches are of the changeover type and provide an earth for the lock or unlock signals to the control unit.

The two door lock inputs to the control unit are connected together so that operation of either door lock with the ignition key will simultaneously operate the other door lock. Similarly, the unlock inputs to the control unit are also connected together for simultaneous operation.

The boot will remain locked or will be unlocked simultaneously with the doors dependant on the boot lock position. With the boot key turned clockwise, the boot lock operates in unison with the doors. With the boot key turned anticlockwise, the boot lock cannot be unlocked using the central locking system.

The boot can be opened at any time using the ignition key irrespective of the central locking status.

6.7.03 Door Central Locking Motors

Procedure

1. Remove the door inner panel.
2. Disconnect two plugs on the central locking motor unit and one plug on the door closed switch.
3. Release the interior door catch operating rod from its guide clips and detach it from the lock mechanism.
4. Disconnect the outer lock operating rod.
5. Remove three lock securing screws from the door rear edge.
6. Remove the motor and lock through the access hole.
7. Remove the motor securing screws and remove the motor from the lock assembly.

Electric Windows

Description

Power to the window wind circuits is available when the ignition switch is on and is supplied through a thermal cut-out to the left and right window switches. The switches are double pole plus earth so that the current through a window motor may be switched in either direction to raise or lower the window.

DB7 uses frameless door windows which seal against rubber strips around the body shell door opening. To avoid damaging these seals during door opening, the door glass must be lowered before the door can be opened. This function is controlled by the window control units. The units are mounted on the inside of each door frame and will sense if a door handle is pulled to open the door. Before releasing the door lock, the control unit will drive the window wind motor briefly to lower the door window glass down until it clears the window seals. Similarly, after closing a door, the window motor will be run to raise the door glass to seat the glass against the body seals.

Fault Analysis Procedure

- a) If a window fails to operate, check for fuse failure and the connectors for poor or open contacts.
- b) Check the thermal cut-out by shorting across it and operating either window. If the windows operate with the short circuit but not without, the cut-out is faulty.
- c) With the ignition on, battery voltage should be available between the input terminals of the switches and chassis. Operate each switch and ensure that battery voltage is available between the switch output terminals and chassis.
- d) Measure voltage from each switch input terminal to the switch earth return terminal. If no voltage is measured, the earth return line is open circuit.
- e) Measure continuity through the wiring from the switches to each motor. If continuity is correct, remove the motor for bench testing.

6.7.04 Door Window Motor

Procedure

1. Remove the door trim panel and the glass inner sealing trim.

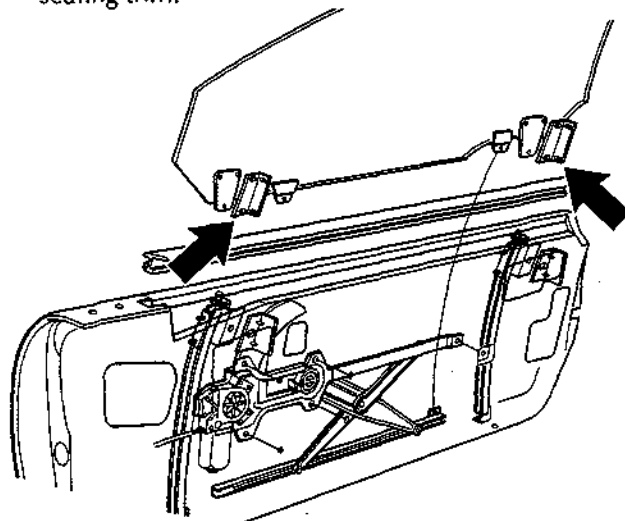


Figure 1. Window Securing Screws

2. Position the window to gain access to the slider bracket and glass securing screws.
3. Disconnect the battery earth lead.
4. Remove two screws securing the glass to each of the two slider brackets. Loosen the two screws securing the glass to the elevator rail.
6. Slide the elevator rail forwards until the glass securing screws are opposite the wide opening of the rail keyhole slots and remove the glass from the top of the door.
7. Disconnect the window motor multiplug.

8. Remove four bolts from the motor bracket and one from the forward end of the lower elevator rail.

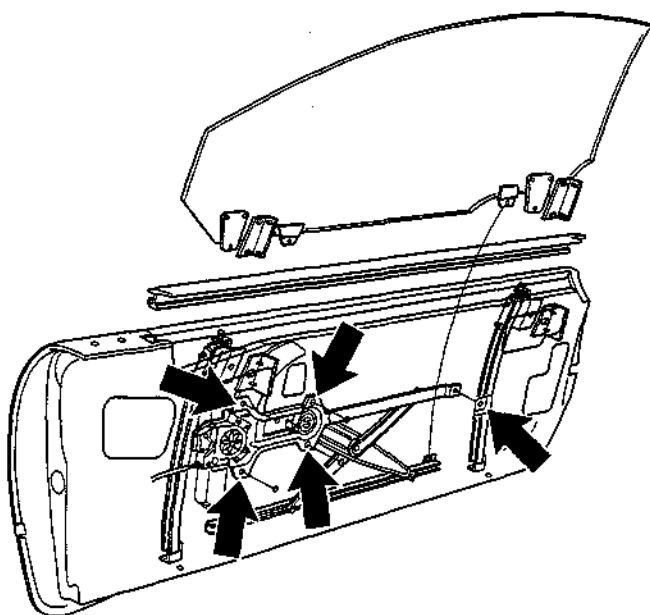


Figure 2. Motor and Elevator Securing Screws

9. Lift out the elevator assembly through the door top.

6.7.05 Door Mirror Assembly

Procedure

1. Remove the door interior trim panel and disconnect the door mirror switch.
2. Disconnect the door mirror harness plug, noting the correct connection. Release the door mirror loom from its clips.

Note: Two plugs are fitted in the door loom, one for left and one for right hand doors. Ensure that the correct plug is connected on reassembly.

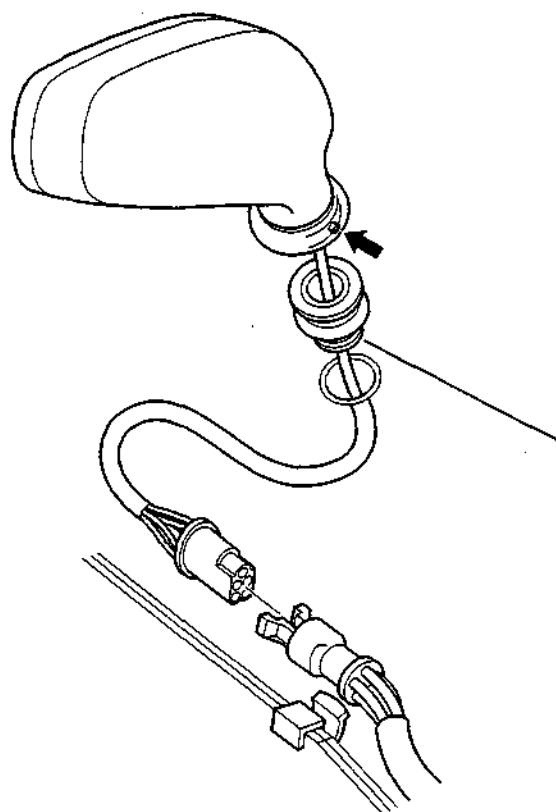


Figure 1. Door Mirror Assembly

3. On the outside of the door, lift the sealing ring on the mirror mount and release one grub screw securing the mirror.
4. Remove the mirror from the door.
5. Remove the door mirror adaptor ring from the door to permit the mirror wiring socket to pass through the mounting hole and then remove the mirror.

6.7.06 Transmission Control Module - Renew (TCM)

Data

Torque Figures

Nut TCM to mounting bracket 2-3 Nm

Procedure

1. Disconnect the battery.
2. Remove the rear seat squab. Remove the rear quarter trim and the rear quarter lower trim pad.
3. Remove the TCM to mounting bracket securing nuts (Fig. 1-2) and remove one bracket.

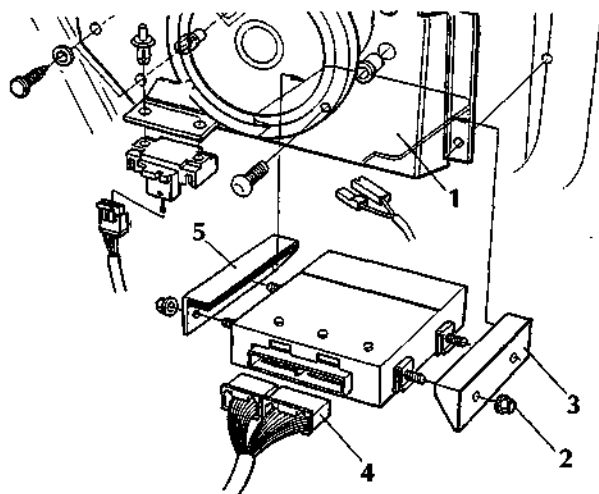


Figure 1

4. Remove the TCM and mounting bracket assembly from the body mounting bracket (Fig. 1-1).

5. Disconnect the TCM multi plug (Fig. 1-4) and remove the TCM.
6. Fit and align the left mounting bracket (Fig. 1-5) to the new TCM, and secure with two nuts. Connect the harness multi plug (Fig. 1-4) to the TCM. Fit the TCM and left mounting bracket assembly to the body mounting bracket (Fig. 1-1), ensure the left bracket slot is fully seated.
7. Fit the right mounting bracket (Fig. 1-3) to the TCM and to the body mounting bracket. Secure with two nuts.
8. Refit the rear quarter lower trim pad.
9. Refit the rear quarter trim panel.
10. Refit the rear seat squab.
11. Reconnect the battery.

6.7.07 Barometric Pressure Sensor - Renew

Data

Torque Figures

Sensor mounting nut 2-3 Nm

Procedure

1. Disconnect the battery.
2. Remove the left rear quarter trim panel to access the TCM and barometric pressure sensor.

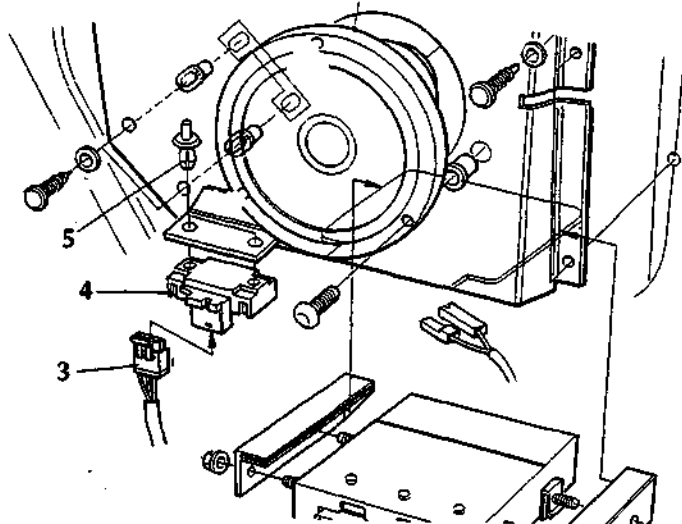


Figure 1

3. Disconnect the harness multi plug (Fig. 1-3) from the barometric pressure sensor (Fig. 1-4).
4. Release the two securing clips (Fig. 1-5) and remove the sensor).
5. Fit the new sensor into position, and secure with the two clips.
6. Connect the multi plug.
7. Refit the interior trim.
8. Reconnect the battery.

DB7 Electrical Component Location and Wiring Information

The following pages contain electrical component location and electrical wiring diagrams.

Component Index

The following list details all of the functional electrical components of the DB7. The list is given in alphabetical order with component location and wiring diagram references for each component.

Component Location on the vehicle

To locate a component on the vehicle, find its name in the component index and note the component location reference.

The component location reference gives the figure number and item number for each component so that you can find the component on the following location diagrams and in the car.

Component Location on the Wiring Diagrams

The wiring diagram reference gives the wiring diagram number and the location coordinates so that you can locate the component and its wiring on the wiring diagrams.

Wiring Diagrams

Each diagram covers a complete loom or section of a major loom.

Continuations of a loom on another sheet and connections to other looms are indicated by the continuation arrow ➡ and the Sheet Number and Co-Ordinates where the continuation or connection is located.

Each connector is illustrated with an end view of the mating face of the connector. A table beside each connector gives the pin number, wire colour and destination of each wire.

Wire Colours

The following key is used to denote wire colours in the connector wiring tables

B = Black	P = Purple	G = Green
K = Pink	S = Slate	LG = Light Green
N = Brown	W = White	O = Orange
R = Red	U = Blue	Y = Yellow

Wire Splices

Many wire runs are spliced within the loom wrapping and additional information is required to aid in fault analysis. All splices are noted on the wiring diagrams (e.g. SPL1 = Splice 1). On the facing page for each wiring diagram, a splice list gives the splice number and the wire colours and destinations for each wire coming from the splice.

Component Name	Location Reference	Wiring Diag. Reference	Rep. Op. Reference	Notes
ABS ECU	15-1	28-A1	5.1.11.1	
Air Con Compressor Clutch	3-20	5-D2	8.1.07.3	
Air Con Fan Motor - LH	8-2	8-A5	8.2.09.1	
Air Con Fan Motor - RH	8-6	13-C4	8.2.08.1	
Air Conditioning Trinary Switch	10-6	5-D3	8.1.11.1	
Air Conditioning Unit	8-3	11-B2	8.2.01.1	
Air Pump	8-4	1-C2	2.3.01.2	
Air Temperature Sensor	3-13	5-C3	2.2.06.1	
Alarm Override Switch	1-8	1-C5	6.1.06.1	
Alarm Siren	11-7	1-B3	6.2.03.1	
Alternator	3-2	5-D3	6.3.01.1	
Ambient Temperature Sensor	1-12	1-A2	8.2.07.1	
Barometric Pressure Sensor	11-1	4-A4	3.3.08.2	
Boot Lamp	5-2	24-A5	6.9.04.1	
Boot Lamp	5-2	24-C4	6.9.04.1	
Boot Lock Actuator	13-8	27-A5	6.9.06.1	
Boot Release Switch	2-10	23-C3	6.5.09.1	
Brake Accumulator Pump	7-4/8	28-B4	5.1.08.1	
Bulb Fail Unit - Front Side Lights	4-6	9-C2	6.4.01.1	
Camshaft Sensor	3-10	6-C3	2.5.06.1	
Central Locking Unit	9-4	8-D1	6.7.03.1	
Cigar Lighter	8-1	19-D3	6.5.10.1	
Column Switchgear	13-3	12-C5	6.5.02.1	
Crankshaft Position Sensor	3-3	5-D2	2.5.06.3	
Cruise Control Brake Switch	11-8	12-B5	6.4.02.1	
Cruise Control Clutch Switch (LHD)	12-9	2-D4	6.1.08.1	Manual only
Cruise Control ECU	6-3	20-A2	6.6.09.1	
Cruise Control On/Off Switch	12-7	20-C3	6.5.07.1	
Cruise Control Pump	1-2	2-A3	6.1.09.2	
Cruise Control Set Switch	12-8	20-D3	6.5.07.2	
Cruise Control Inhibit Switch	10-8	21-D3	3.3.08.6	
Diagnostic Socket - Transmission	10-7	12-A4	6.4.03.1	
Dimmer Module	4-16	13-A4	6.4.04.1	
Door Lock Actuator	12-12	17/18-B1	6.7.10.1	
Door Mirror - LHD	2-4	17-A3	6.7.08.1	
Door Mirror - RHD	2-8	17-A5	6.8.01.1	
Door Mirror Switch LH	2-3	17-D5	6.7.08.2	
Door Mirror Switch RH	2-9	18-D5	6.8.01.2	
Door Speaker - LH	6-4	17-C5	6.7.09.1	
Door Speaker - RH	6-9	18-C5	6.8.02.1	
EDIS Coil Pack	3-1	5-D5	6.2.05.1	
EDIS Amplifier Module	1-10	6-B2	6.2.05.3	
Engine Diagnostic Socket	10-5	6-D4	6.4.05.1	
Engine ECU	7-3	6-C5	6.4.06.1	
Exhaust Temperature/Speed Warning	4-3	11-C5	6.4.07.1	Multi-function unit
Fan Fuses	1-21	3-A3	6.2.06.1	
Fan Motor 1	7-6	3-A2	1.7.17.1	
Fan Motor 2	7-7	3-B2	1.7.17.2	
Fan Run-on Switch	7-5	5-A2	1.7.16.4	
Flasher Module	4-13	13-C2	6.4.08.1	
Fog Lamp - RH Front	14-10	1-A1	6.1.04.1	
Fog Lamp - LH Front	14-9	1-C1	6.1.04.2	

Component Name	Location Reference	Wiring Diag. Reference	Rep. Op. Reference	Notes
Fuel Filler Flap Solenoid	2-1	24-A3	6.9.07.1	
Fuel Pump 1	15-13	25-A1	2.6.02.1	
Fuel Pump 2	15-14	25-A2	2.6.02.1	
Fuel Tank Sender Unit	15-12	24-C5	2.6.06.1	
Gear Selector Illumination	9-3	19-D4	6.5.11.1	Auto only
Gear Shift Interlock Solenoid	13-6	21-C4	3.3.01.1	Auto only
Gearbox Connector (Auto)	7-11	7-B4		Auto only
Gearbox ECU	11-2	4-B3	6.6.10.1	Auto only
Gearshift Interlock Module	13-7	21-A2	6.5.12.1	Auto only
Handbrake Switch	8-8	24-A1		
Headlamp Control Module	1-3	2-A2	6.1.10.1	
Head/Side Lamp - LH Front	14-7	1-D2	6.1.01.1	
Head/Side Lamp - RH Front	14-12	1-A2	6.1.01.2	
Heated Front Screen Controller	11-4	9-A2	6.4.09.1	
Heated Front Screen Fuse - 40A	11-5	9-B2	6.4.09.2	
Heated Front Screen	7-10	8-B5	6.4.09.3	
Heated Front Screen	7-1	14-B2	6.4.09.3	
Heated Rear Screen	9-8	24-A2	6.6.11.1	
Heated Washer Jet	1-11	5-A3	6.4.10.1	
Heated Washer Jet	1-11	5-B3	6.4.10.1	
High Level Stop Lamp	9-1	24-B2	6.6.12.1	
Horn - LH	11-6	3-C1	6.1.11.1	
Horn - RH	11-6	3-B1	6.1.11.1	
Idle Speed Control Valve	3-17	5-C5	2.2.05.1	
Ignition Switch	8-7	12-D2	6.5.13.1	
Indicator/Side Lamp - LH Front	14-8	1-C1	6.1.03.1	
Indicator/Side Lamp - RH Front	14-11	1-A1	6.1.03.1	
Inertia Switch	7-2	8-D2	6.5.14.1	
Injector 1	3-6	5-A2	6.3.04.1	
Injector 2	3-7	5-C2	6.3.04.1	
Injector 3	3-8	5-A3	6.3.04.1	
Injector 4	3-9	5-C2	6.3.04.1	
Injector 5	3-11	5-A4	6.3.04.1	
Injector 6	3-12	5-C4	6.3.04.1	
Input Speed Sensor (Auto)	11-11	7-B2	3.4.02.1	Auto only
Instrument Panel Illumination Control	2-7	13-D5	6.5.04.2	
Instrument Panel	2-6	11-C5	6.5.04.1	
Interior Light - Rear LH	5-4	24-A2	6.6.02.1	
Interior Light - Rear RH	5-4	24-D2	6.6.02.1	
Key Solenoid	11-10	12-B2	6.5.14.1	
Key-In Warning Switch	11-9	12-B2		
Kickdown Switch	8-5	14-A5	5.4.01.1	Auto only
Lambda Sensor A	3-18	6-B5	6.3.05.1	
Lambda Sensor B	3-19	6-B5	6.3.05.1	
Logic Earth	9-2	10-D4	6.5.15.1	
Low Coolant Probe	13-5	8-C3	1.7.14.1	
Low Level Sensor	4-1	3-C1		
Lumbar Pump	9-5	22-D2		
Map Reading Light	5-1	13-C4	6.6.01.1	
Microswitch - Glass Drop LH	12-2	17-A2	6.1.13.1	
Microswitch - Glass Drop RH	12-2	18-A2	6.1.13.1	

Component Name	Location Reference	Wiring Diag. Reference	Rep. Op. Reference	Notes
Microwave Sensor	12-1	24-C2	6.6.14.2	
Mode Switch	7-9	4-A3	6.5.07.4	
Multifunction Module	4-2	8-C4	6.4.12.1	
Number Plate Lamp - LH	5-3	27-B4	6.9.03.1	
Number Plate Lamp - RH	5-3	27-B6	6.9.03.1	
Oil Pressure Warning Light Transducer	3-17	5-C5	1.5.08.1	
Output Speed Sensor (Auto)	11-12	7-B3	3.4.02.2	Auto only
Park Switch (Auto)	10-1	21-B1	6.5.13.1	Auto only
Purge Valve 1	10-3	5-A4	6.1.14.1	
Purge Valve 2	10-4	5-A5	6.1.14.2	
Radio Aerial	15-4	24-D2	6.9.08.1	
Radio Telephone Connector	15-3	25-B2	6.9.09.1	
Radio Tweeter	6-7	8-C3	6.5.17.1	
Radio Tweeter	6-5	14-C4	6.5.17.1	
Radio	6-6	10-A2	6.5.05.1	
Rear & Number Plate Bulb Fail Unit	15-11	25-C3	6.9.10.1	
Rear Fog Lamp LH	14-2	17-D2	6.7.02.1	
Rear Fog Lamp RH	14-5	18-D2		
Rear Lamp - LH	14-1	24-A5		
Rear Lamp - RH	14-6	24-C4		
Recline Motor Potentiometer	9-7	22-B1	6.6.07.1	
Relay - ABS Pump	4-8	9-C4	5.1.15.1	
Relay - Air conditioning clutch	1-17	3-A3	6.2.06.1	
Relay - Air Pump	4-14	13-A5	6.4.13.1	
Relay - Auxiliary Load	4-4	9-D1	6.4.14.1	
Relay - Boot Release	15-9	26-D3	6.9.11.1	
Relay - Courtesy Lights	4-11	13-A2	6.4.15.1	
Relay - Cruise Control On/Off	6-1	20-B1	6.5.18.1	
Relay - Drivers Seat Heater	12-3	16-D3	6.6.15.1	
Relay - Fan 1	1-20	3-B6	1.7.16.3	
Relay - Fan 2	1-19	3-B6	1.7.16.3	
Relay - Fan Run On	1-18	3-A5	1.7.16.4	
Relay - Front Fog Lamps	1-6	1-B5	6.1.04.3	
Relay - Fuel Pump 1	15-7	26-A2	6.9.12.1	
Relay - Fuel Pump 2	15-8	26-A3	6.9.12.1	
Relay - Gearbox Failure Warning	4-9	13-A1	6.4.16.1	Auto only
Relay - Headlamp Dipped Beam	1-5	1-B5	6.1.15.1	
Relay - Headlamps	1-7	1-B4	6.1.16.1	
Relay - Heated Rear Window	4-15	13-A4	6.4.17.1	
Relay - Horns	1-16	3-A4	6.2.07.1	
Relay - Ignition Load	4-10	13-A2	6.4.18.1	
Relay - Main	4-12	13-A3	6.4.19.1	
Relays - Drivers/Passengers Seat Heaters	12-3	15-D3	6.6.15.2	
Relay - Rear Fog Lamps	4-17	13-A5	6.4.20.1	
Relay - Reverse Lamps	15-6	25-A4	6.9.13.1	
Relay - Sidelamps	1-9	1-B4	6.1.17.1	
Relay - Starter Solenoid	1-15	3-A4	6.2.08.1	
Relay - Stop Lamps	15-5	25-A5	6.9.14.1	
Reversing Lamp Switch (Man)	11-3	7-C5	6.2.09.1	
Reversing Light Switch (Auto)	10-2	21-C2	6.2.09.2	
Screen Wash Pump	1-13	3-D1	6.3.06.1	

Electrics

Electrical Component Location Index - Up to 97 MY



Component Name	Location Reference	Wiring Diag. Reference	Rep. Op. Reference	Notes
Seat Belt Switch	13-2	22-A3	6.6.16.1	
Seat ECU - Driver	6-2	16-A1	6.6.17.1	
Seat ECU - Passenger	6-2	15-A1	6.6.17.2	
Seat Heater - Cushion Element	12-5	22-A2	6.6.18.1	
Seat Heater - Squab Element	12-4	15/16-A4	6.6.18.2	
Seat Heater Control Module	6-3	22-A5	6.6.18.3	
Seat Motor Potentiometer	9-7	22-C2	6.6.19.1	
Seat Pressure Pad	12-6	22-D3	6.6.20.1	
Seat Switch Pack - Driver	6-8	16-B1	6.6.21.1	
Seat Switch Pack - Passenger	6-8	15-B1	6.6.21.1	
Security System Aerial	2-12	24-C2	6.6.22.1	
Security System ECU	15-2	26-B6	6.6.22.3	
Side Marker Lamp - LH Front	5-5	1-C2	6.1.18.1	
Side Marker Lamp - RH Front	5-5	1-A3	6.1.18.1	
Speaker - Rear LH	6-10	24-B2	6.6.23.1	
Speaker - Rear RH	6-10	24-C2	6.6.23.1	
Speed Control Dump Valve	1-4	2-A2	6.1.19.1	
Start Inhibit Switch	10-9	21-C3	6.1.20.1	
Starter Motor Solenoid	3-14	3-C2	6.3.02.2	
Stop Lamp Fail	15-10	25-A3	6.9.15.1	
Stop Lamp/Cruise Disable Switch	11-8	12-C5	6.4.02.1	
Thermal Breaker - Window Lift	4-7	9-C3	6.1.21.1	
Throttle Potentiometer	3-15	5-A3	2.5.02.2	
Water Temp Sensor - Engine ECU	3-5	5-C2	6.3.07.1	
Water Temp Sensor - Temp Gauge	3-4	5-C2	8.2.12.1	
Wheel Speed Sensor - Front RH	13-4	29-C3	5.1.12.1	
Wheel Speed Sensor - Front LH	13-4	28-D4	5.1.12.1	
Wheel Speed Sensor - Rear RH	13-1	28-D3	5.2.01.1	
Wheel Speed Sensor - Rear LH	13-1	28-D2	5.2.01.1	
Window ECU - LH	12-11	17-D3	6.1.22.1	
Window ECU - RH	12-11	18-D3	6.1.22.1	
Window Switch - RH	2-5	19-A2	6.5.03.1	
Window Switch LH	2-5	19-D2	6.5.03.1	
Wiper Logic Module	4-5	9-A3		
Wiper Motor	1-1	8-C3	6.2.01.1	
Window Lift Motor	12-10		6.1.21.3	

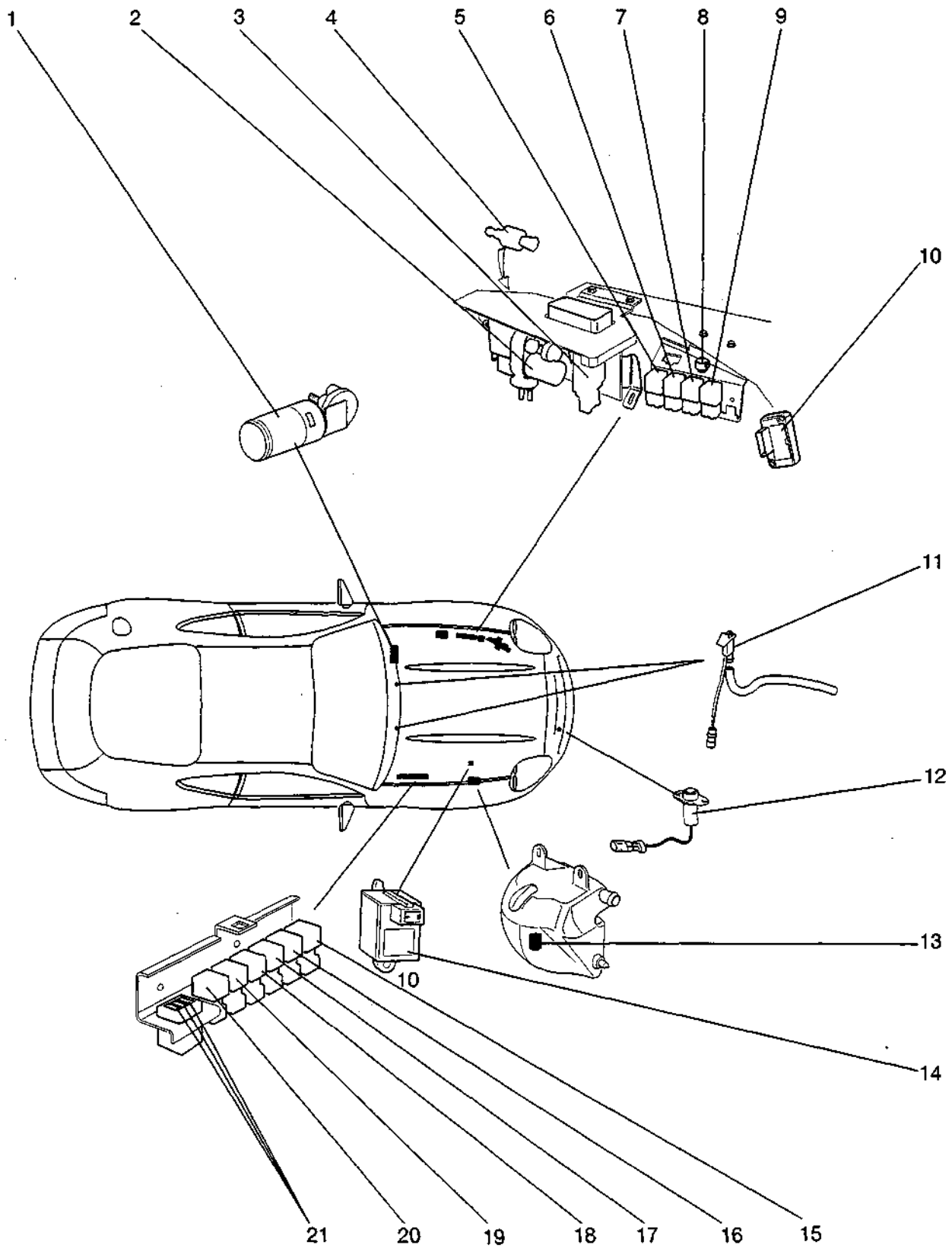


Figure 1

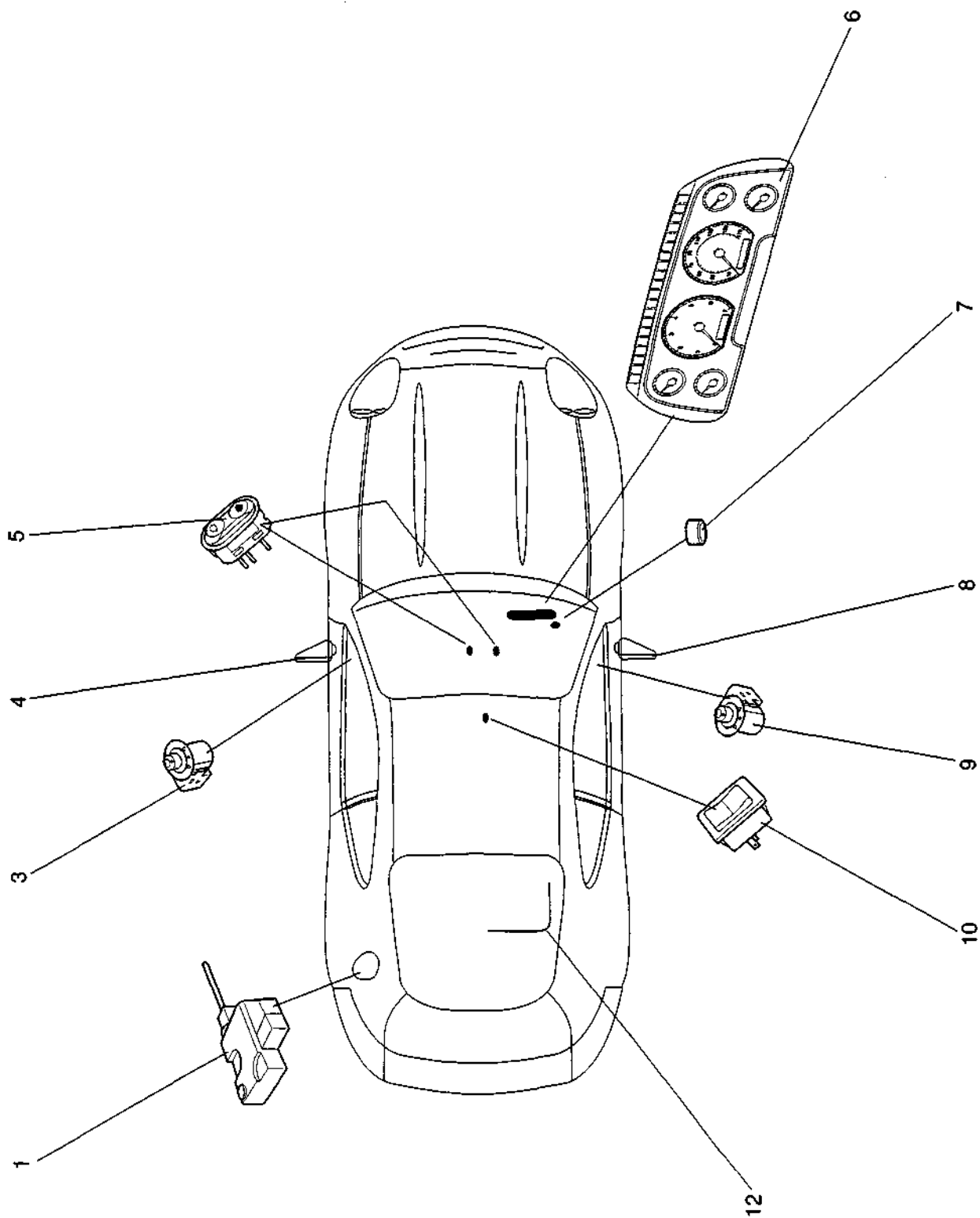


Figure 2

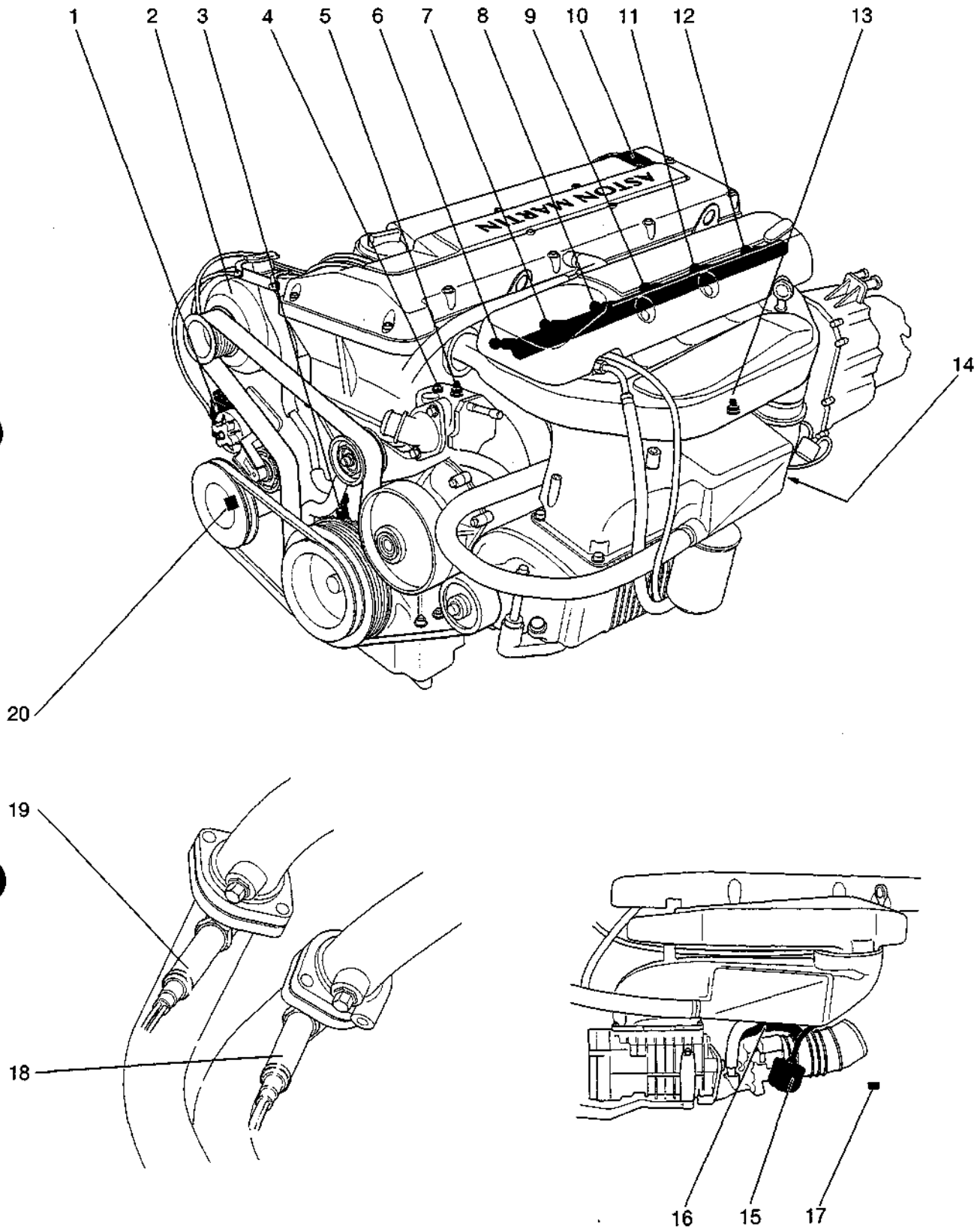


Figure 3

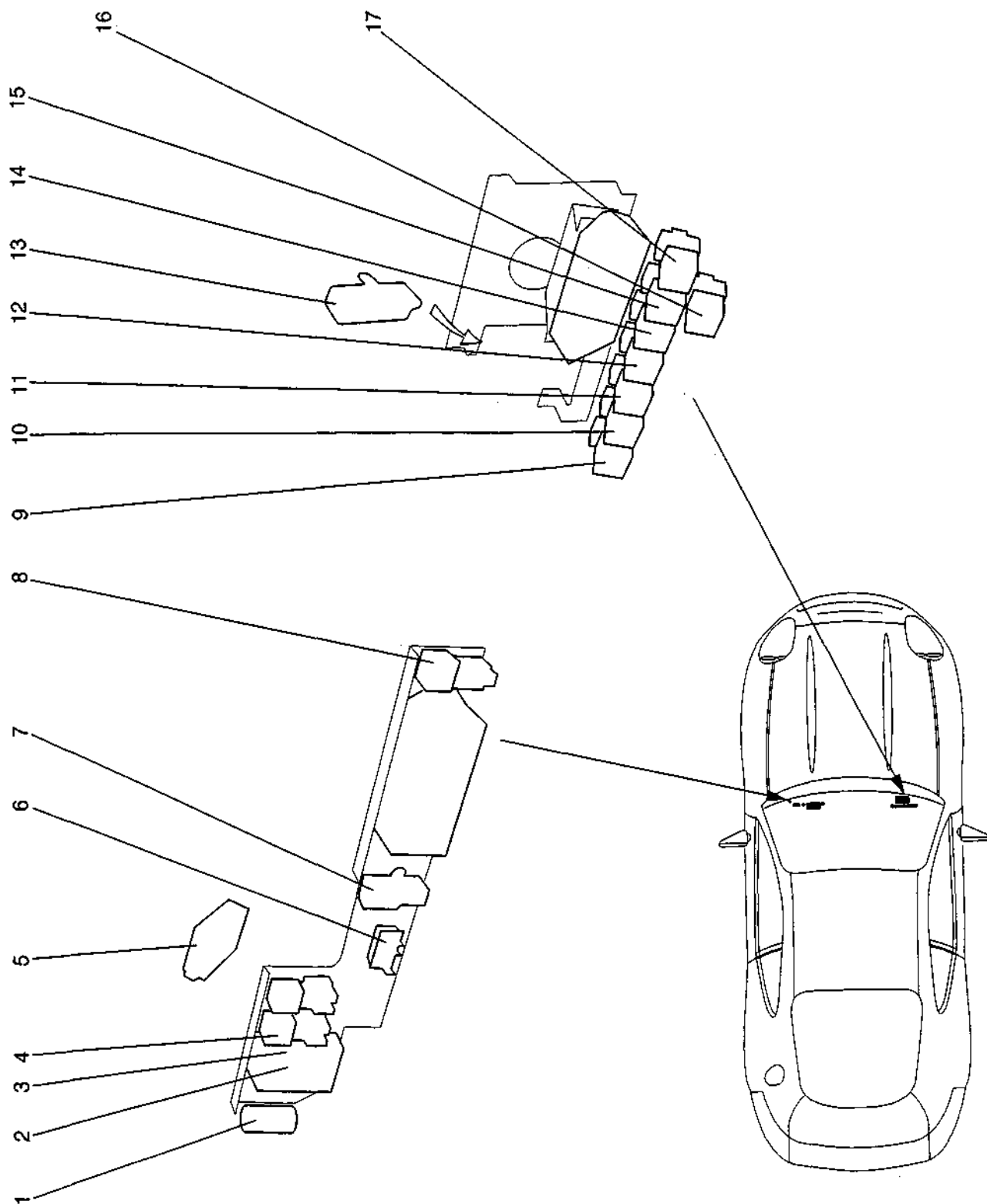


Figure 4

Figure 4

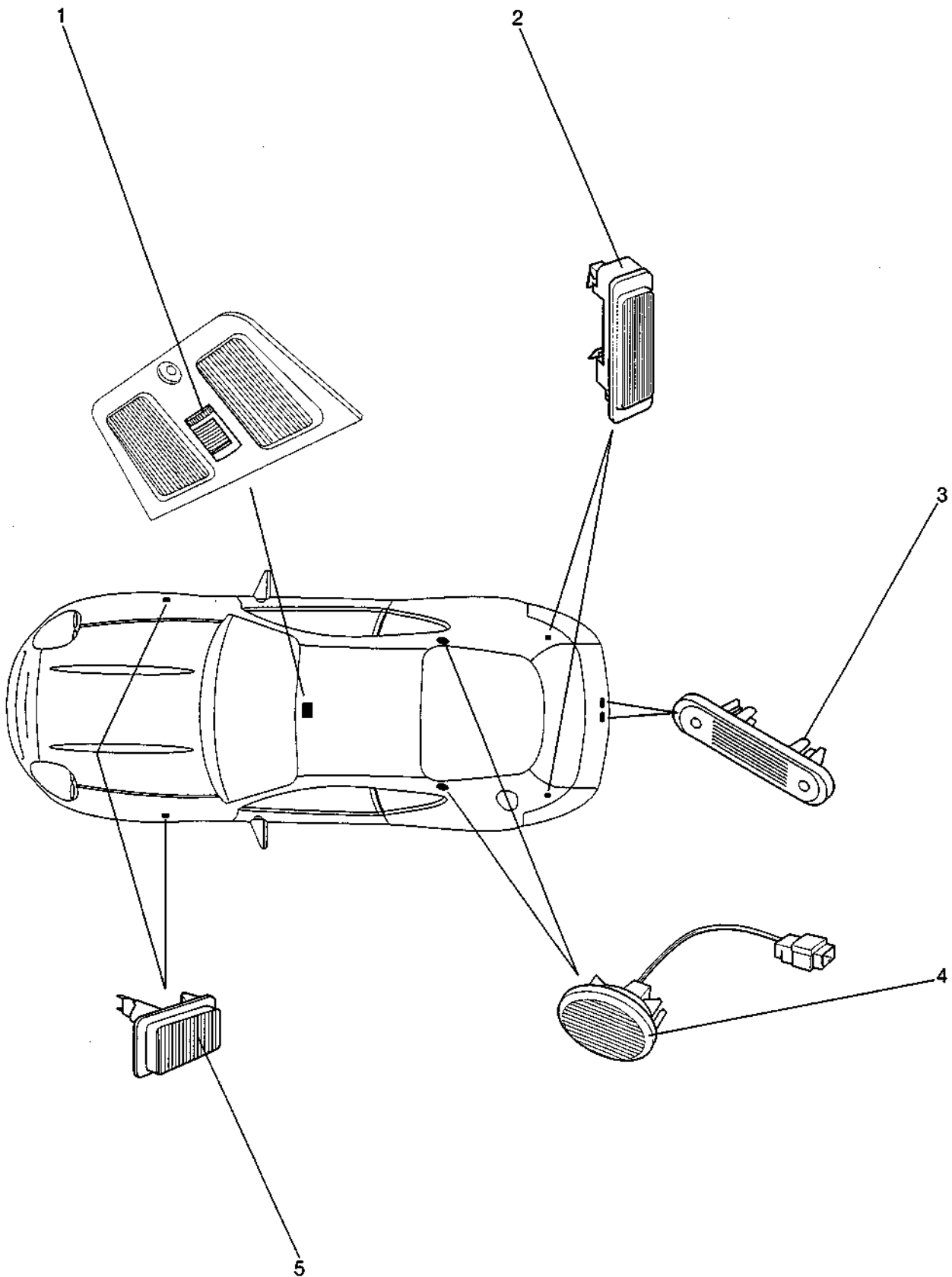


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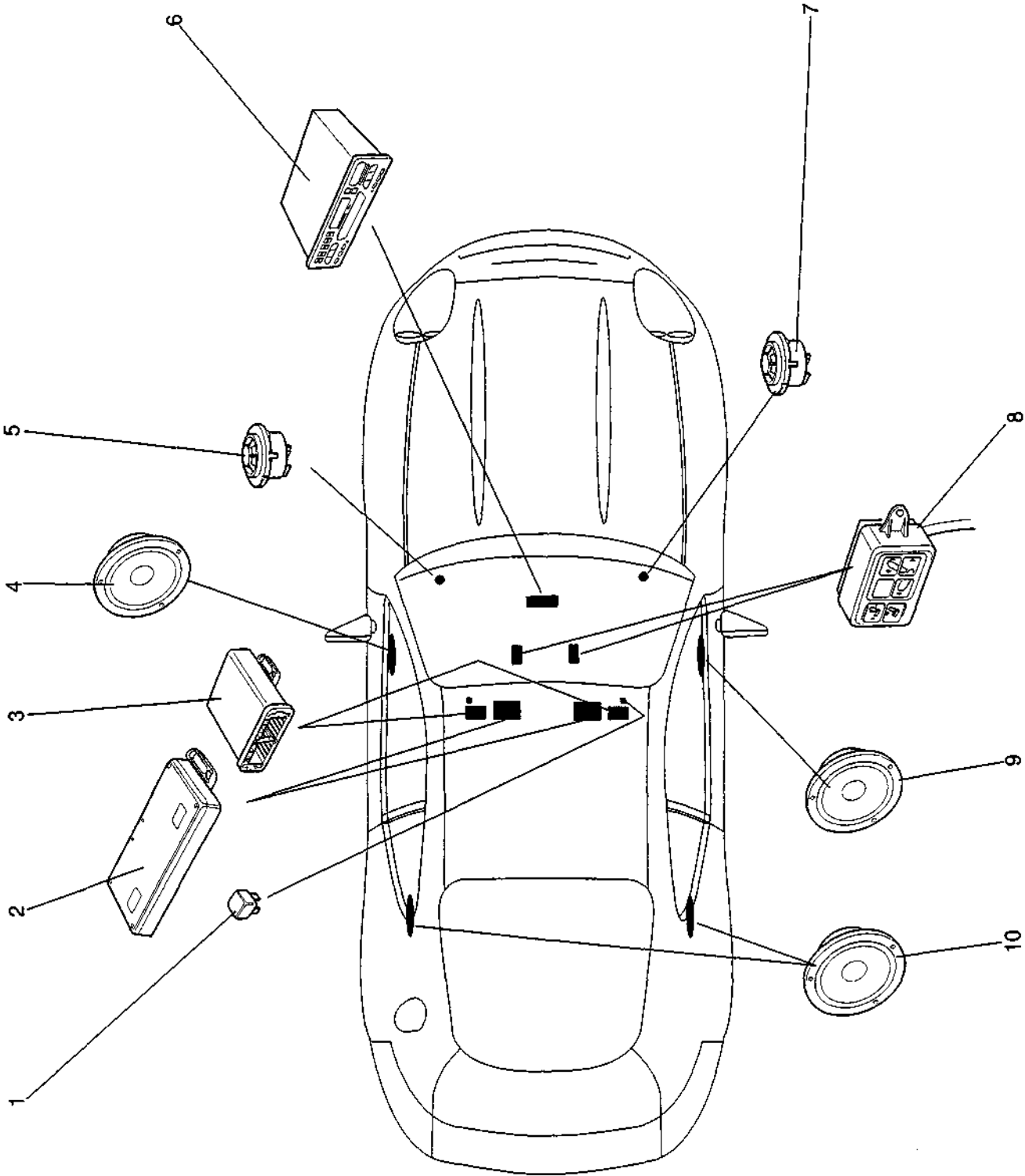


Figure 6

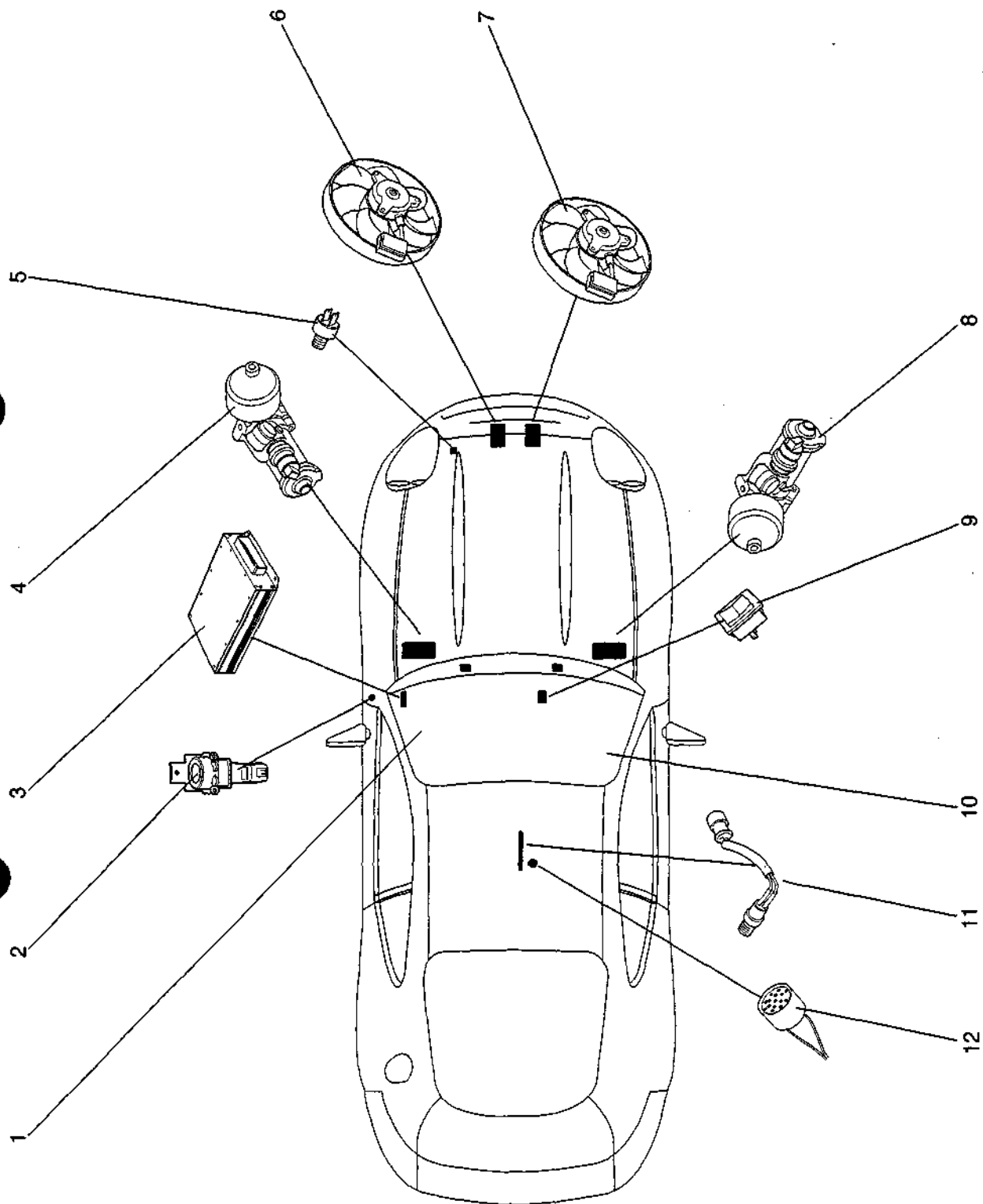


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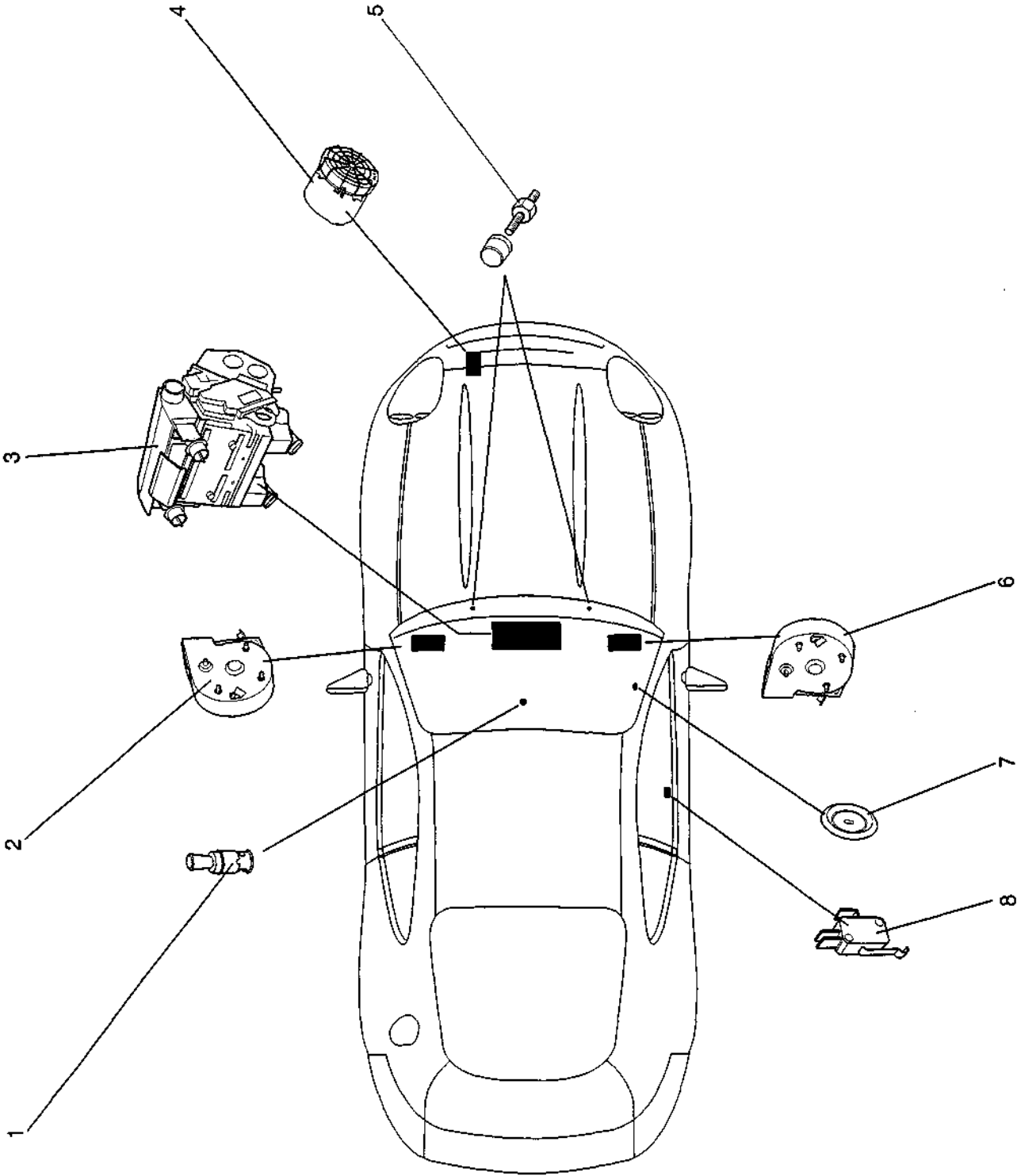


Figure 8

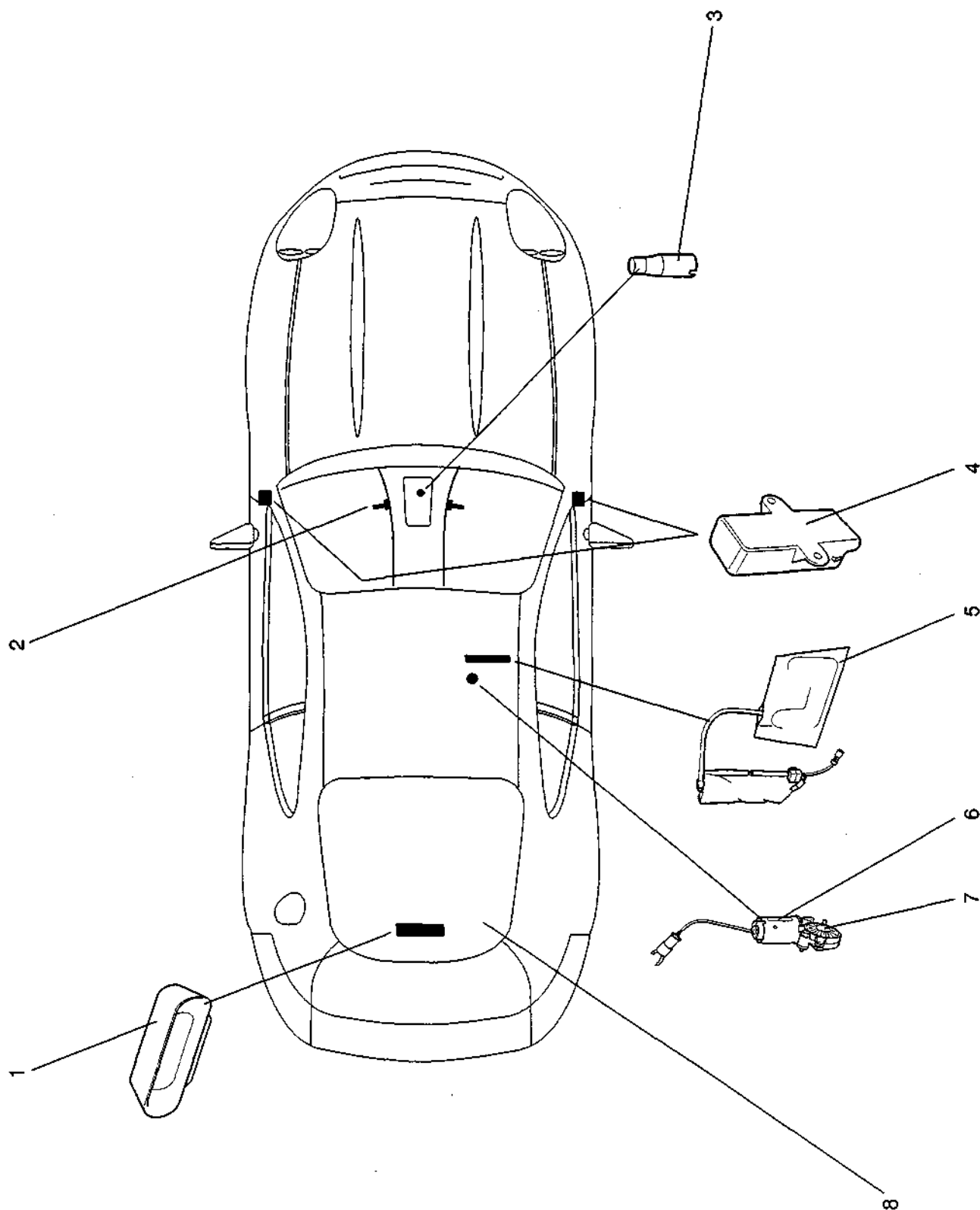


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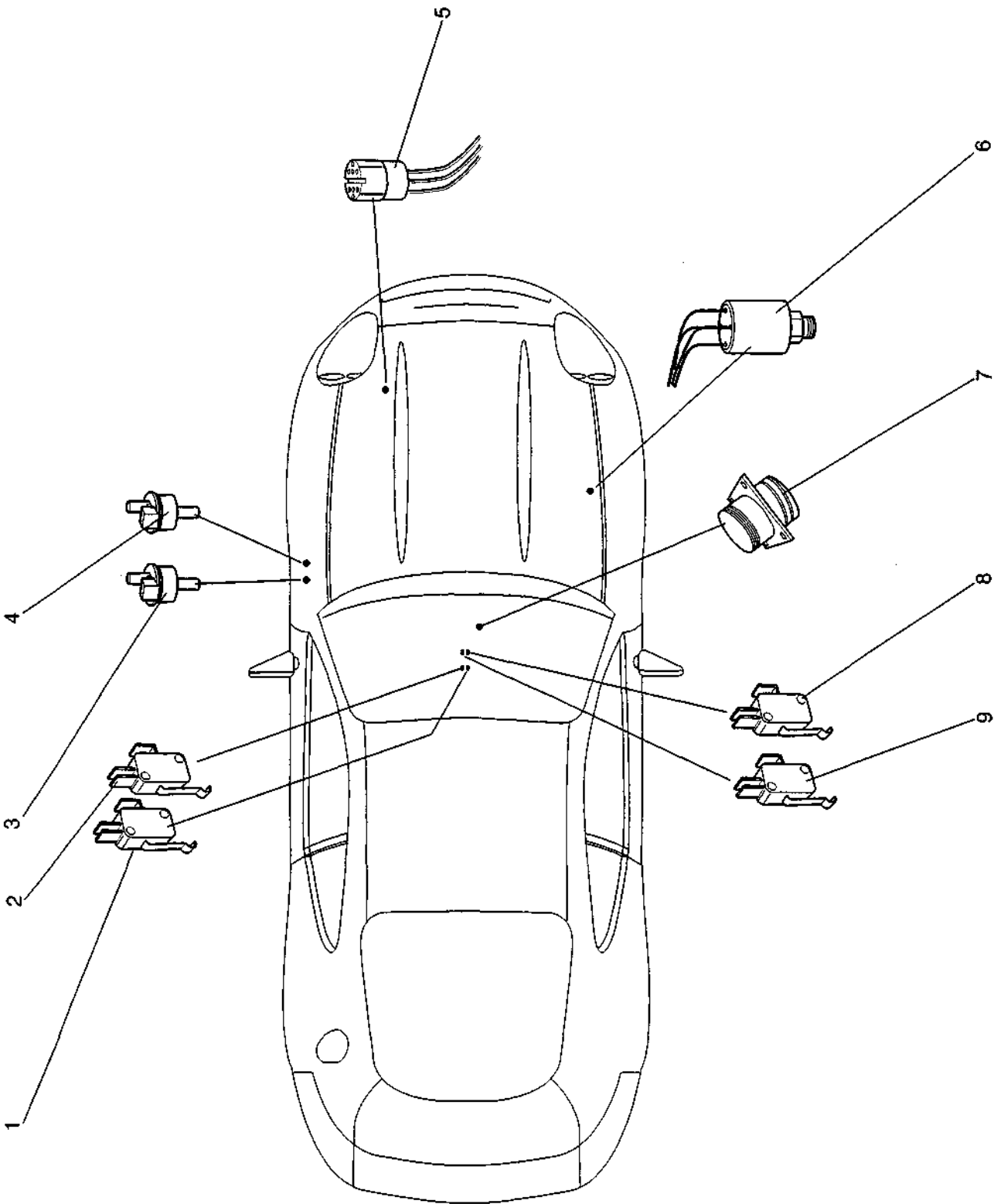


Figure 10

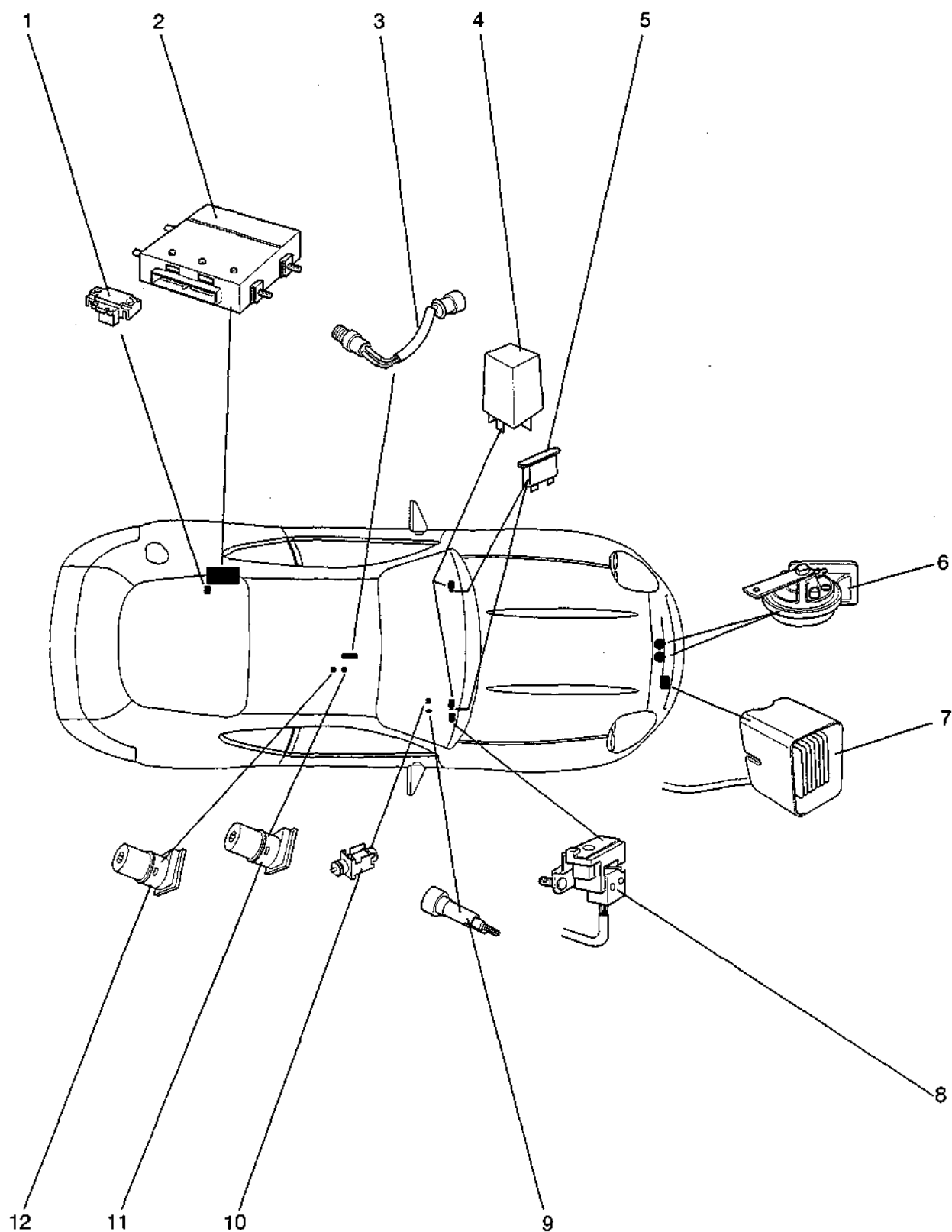


Figure 11

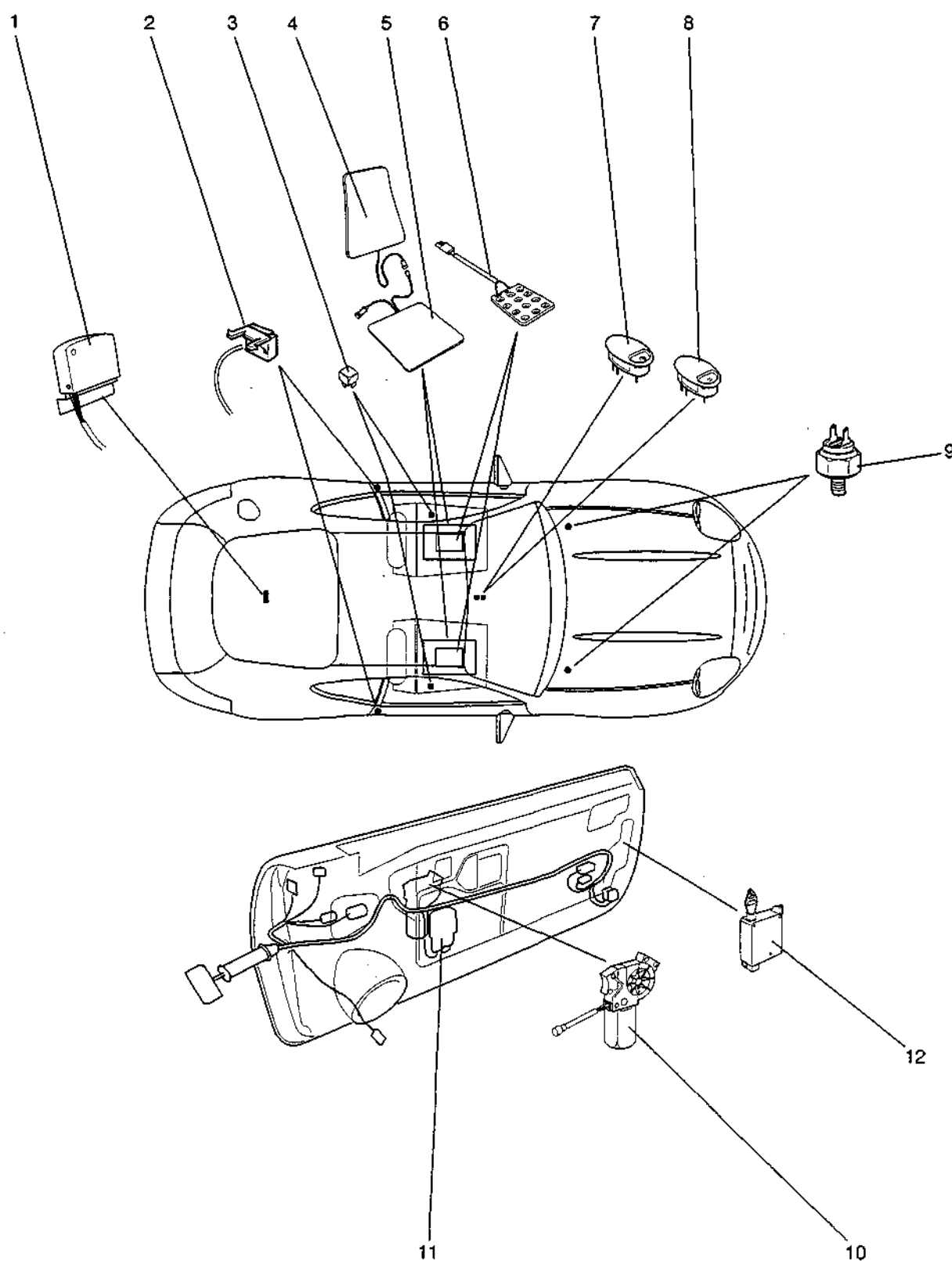


Figure 12

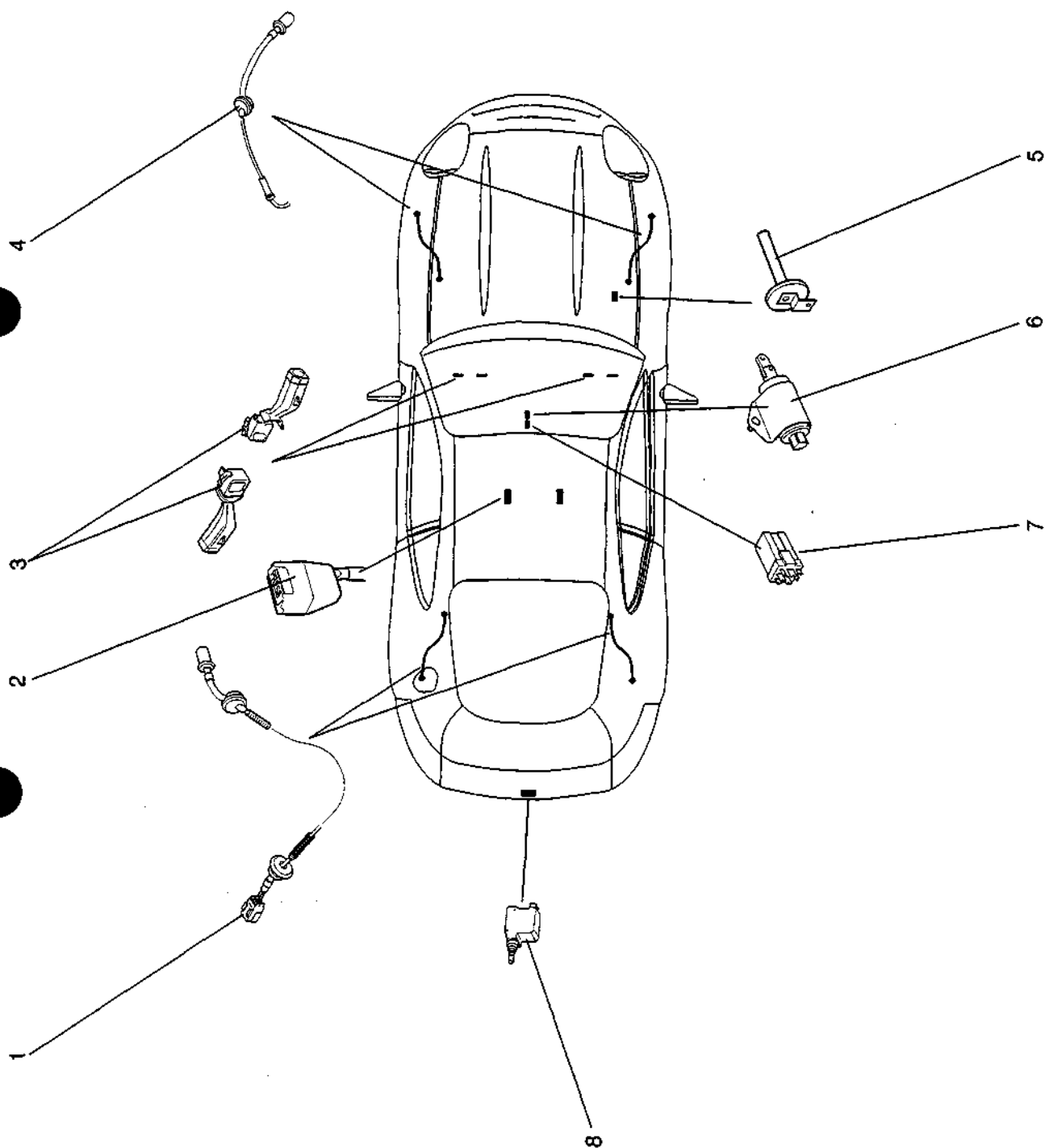


Figure 13

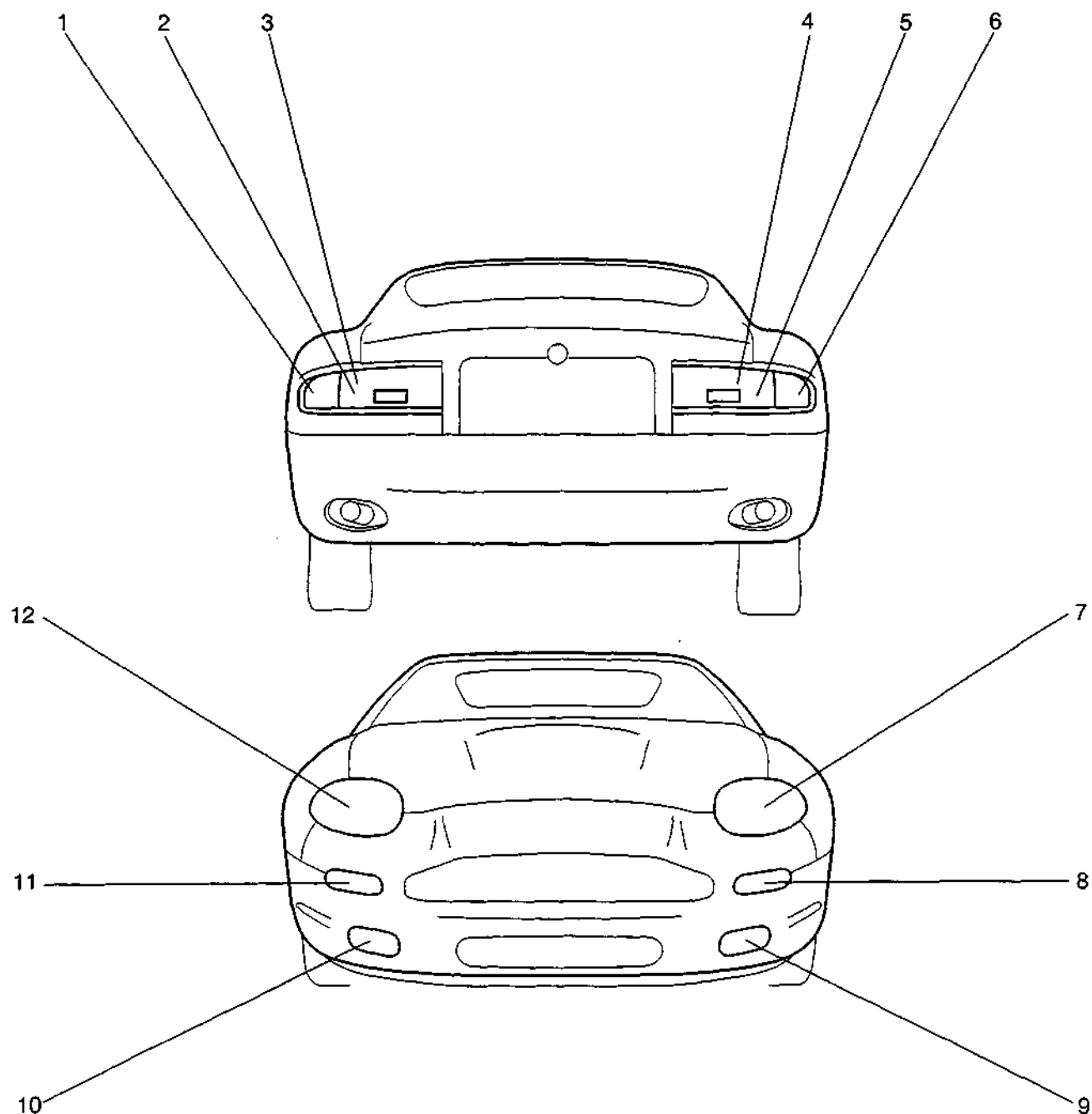


Figure 14

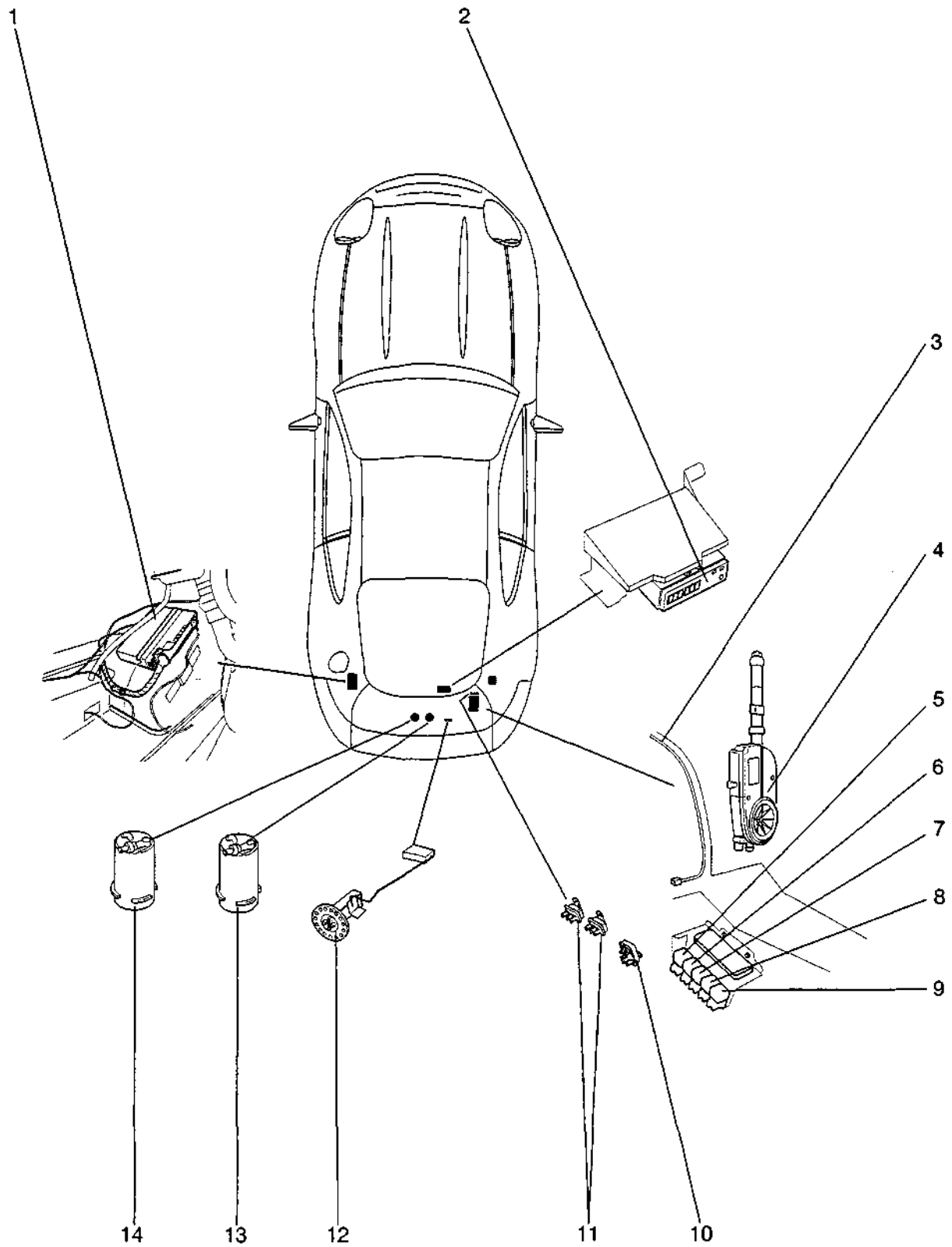


Figure 15

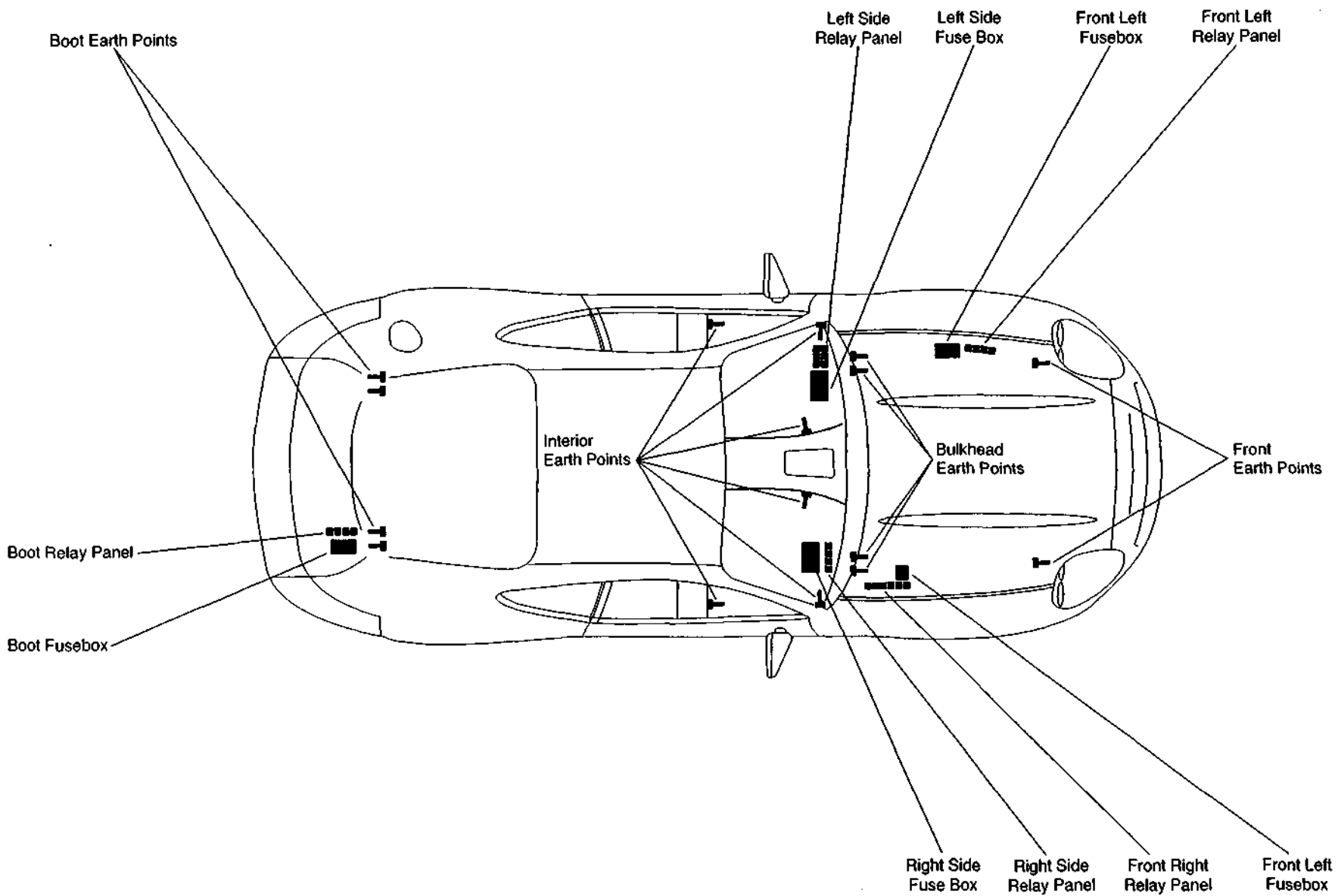


Figure 16

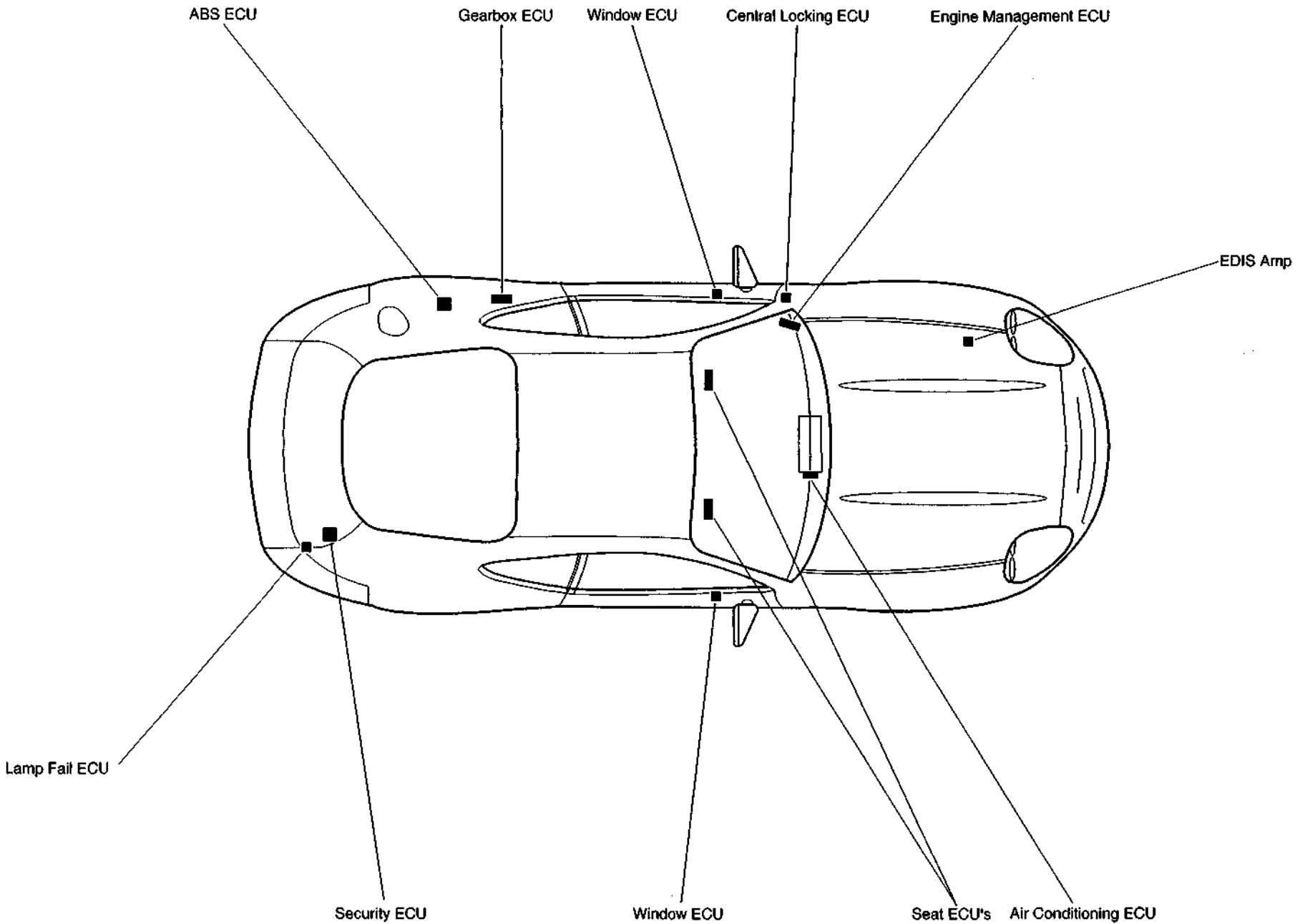


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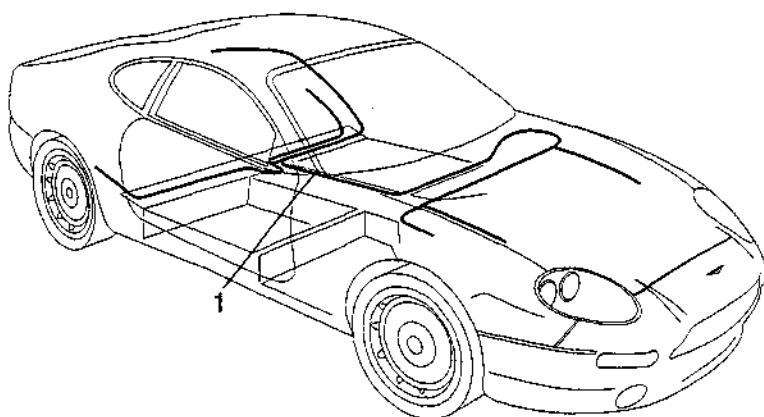


Fig 1.

1. Harness, A.B.S RHD

Fig 2.

1. Harness Bulkhead RHD/LHD
2. Harness Door
3. Harness Door Mirror

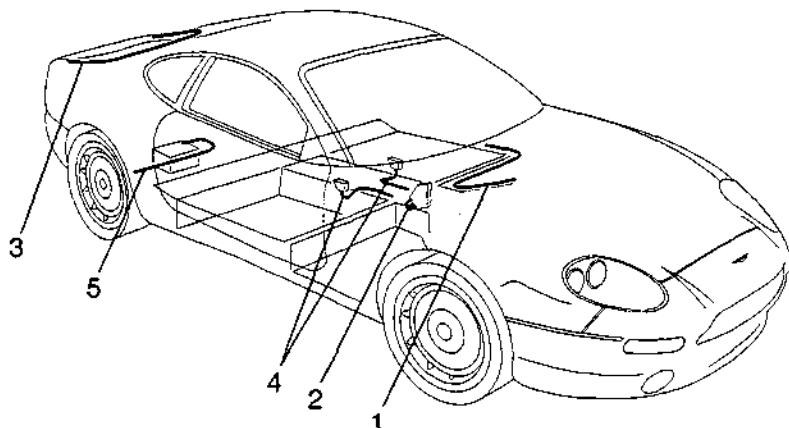
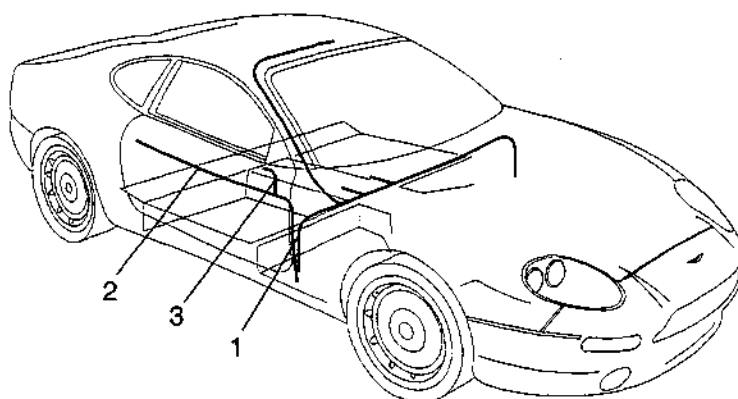
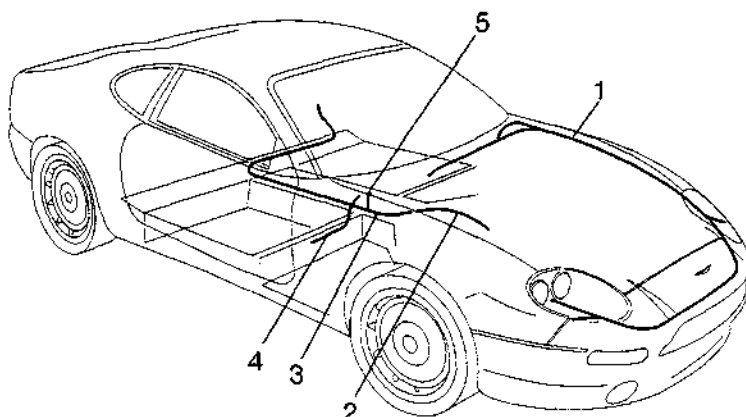


Fig 3.

1. Harness Cruise Control
2. Harness Air Conditioning
3. Harness Boot Lid
4. Harness Seat Belt
5. Earth Strap

Fig 4.

1. Harness Left Forward
2. Harness Auto Transmission
3. Harness Auto Transmission Link
4. Harness Gear Selector Illumination
5. Harness Gearshift interlock



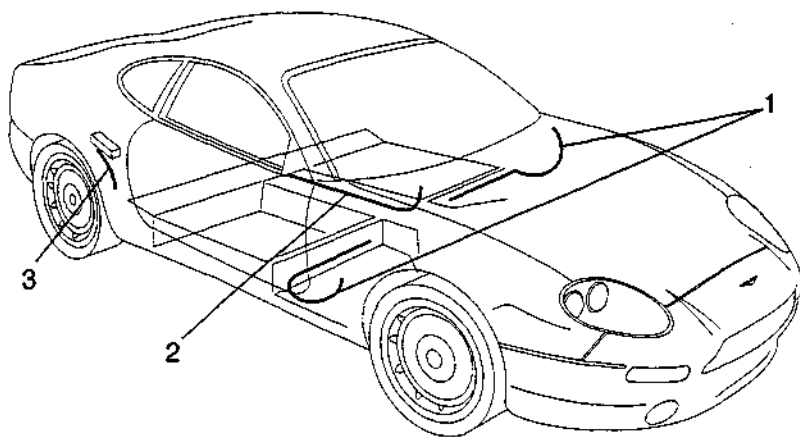


Fig 5.

1. Harness Sill
2. Harness Console
3. Harness Fuse Box

Fig 6.

1. Harness Engine
2. Earth Engine Body
3. Harness Foward Right
4. Rearward Harness
5. Harness Headlamp Link

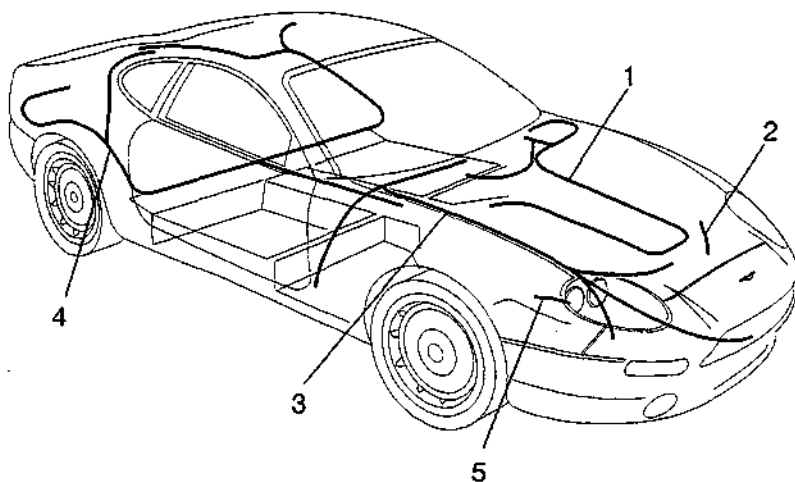
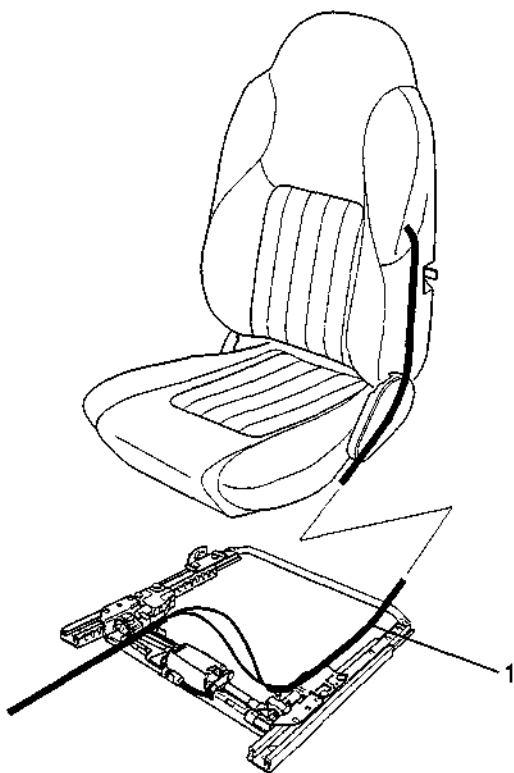
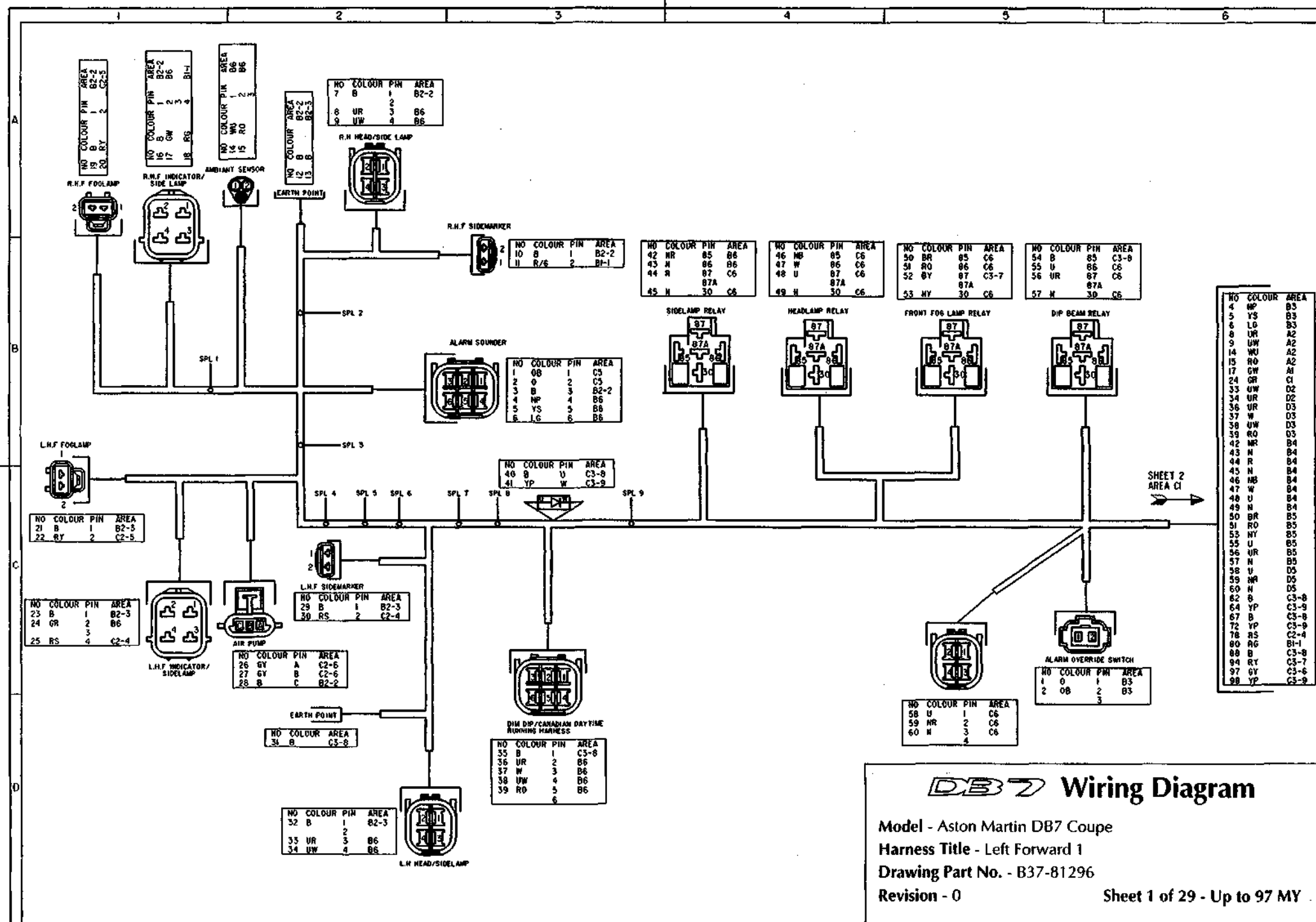


Fig 7.

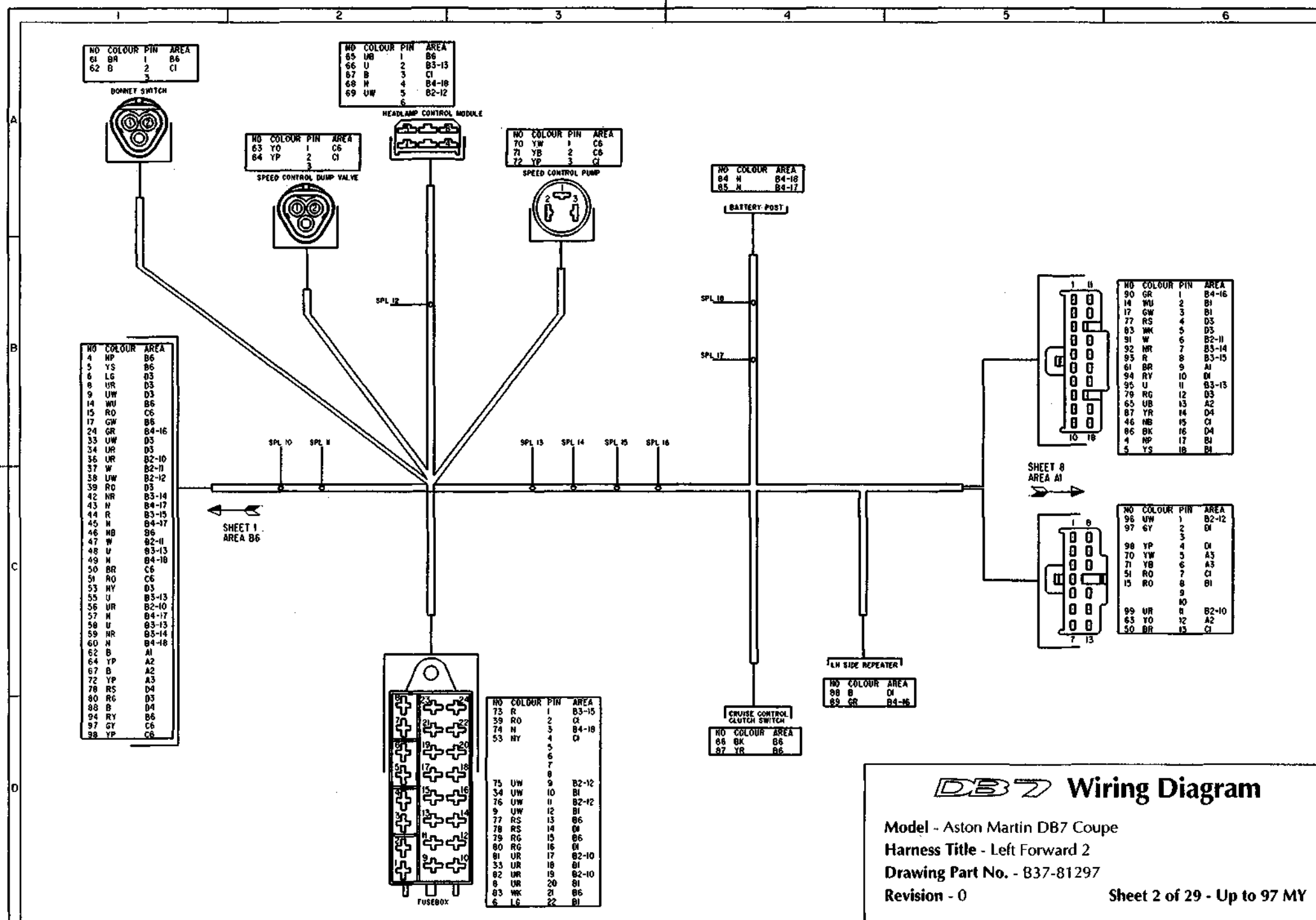
1. Harness Seat



Splice No. Pin No.	Colour Destination	SPL 7	Red/Yellow
		52	B5
		94	C6
		100	C1-5
SPL 1	Red/Green		
11	B3		
18	A1	SPL 8	Black
80	C6	31	D2
		35	D3
SPL 2	Black	40	C3
3	B2	54	B5
7	A2	62	C6
10	B3	67	C6
12	A2	88	C6
16	A1		
19	A1	SPL 9	Yellow/Purple
28	C2	41	C3
		64	C6
SPL 3	Black	72	C6
3	A2	98	C6
21	C1		
23	C1		
29	C2		
32	D2		
SPL 4	Red/Slate		
25	C1		
30	C2		
78	C6		
SPL 5	Red/Yellow		
20	A1		
22	C1		
100	C1-7		
SPL 6	Green/Yellow		
26	C2		
27	C2		
97	C6		



Splice No.	Colour		
Pin No.	Destination		
SPL 10	Blue/Red	SPL 16	Green/Red
36	B1	24	B1
56	C1	89	D4
81	D3	90	B6
82	D3	SPL 17	Brown
99	C6	43	C1
SPL 11	White	45	C1
37	C1	57	C1
47	C1	85	A4
91	B6	SPL 18	Brown
SPL 12	Blue/White	49	C1
38	C1	60	C1
69	A2	68	A2
75	D3	74	D3
76	D3	84	A4
96	C6		
SPL 13	Blue		
48	C1		
55	C1		
58	C1		
66	A2		
95	B6		
SPL 14	Brown/Red		
42	C1		
59	C1		
92	B6		
SPL 15	Red		
44	C1		
73	D3		
93	B6		



DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

Harness Title - Left Forward 2

Drawing Part No. - B37-81297

Revision - 0

Sheet 2 of 29 - Up to 97 MY

Splice No.	Colour
Pin No.	Destination

SPL 19	Purple/Yellow
101	B1
104	C1
142	A4

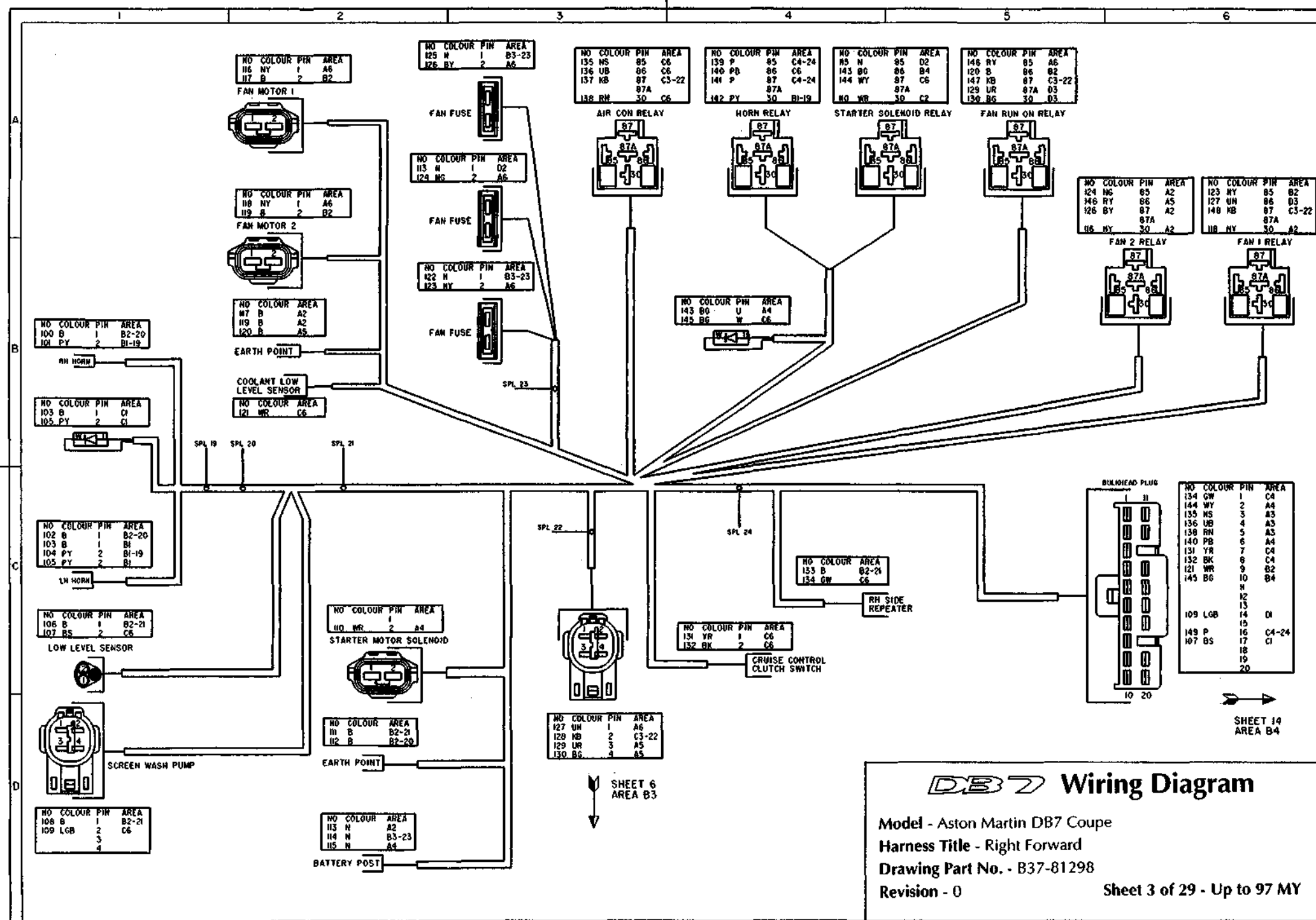
SPL 20	Black
100	B1
102	C1
112	D2

SPL 21	Black
106	C1
108	D1
111	D2
133	C4

SPL 22	Pink/Black
128	D3
137	A3
147	A5
148	A6

SPL 23	Brown
114	D2
122	B3
125	A3

SPL 24	Purple
139	A4
141	A4
149	C6



Splice No.	Colour
Pin No.	Destination

SPL 25 Black/Blue

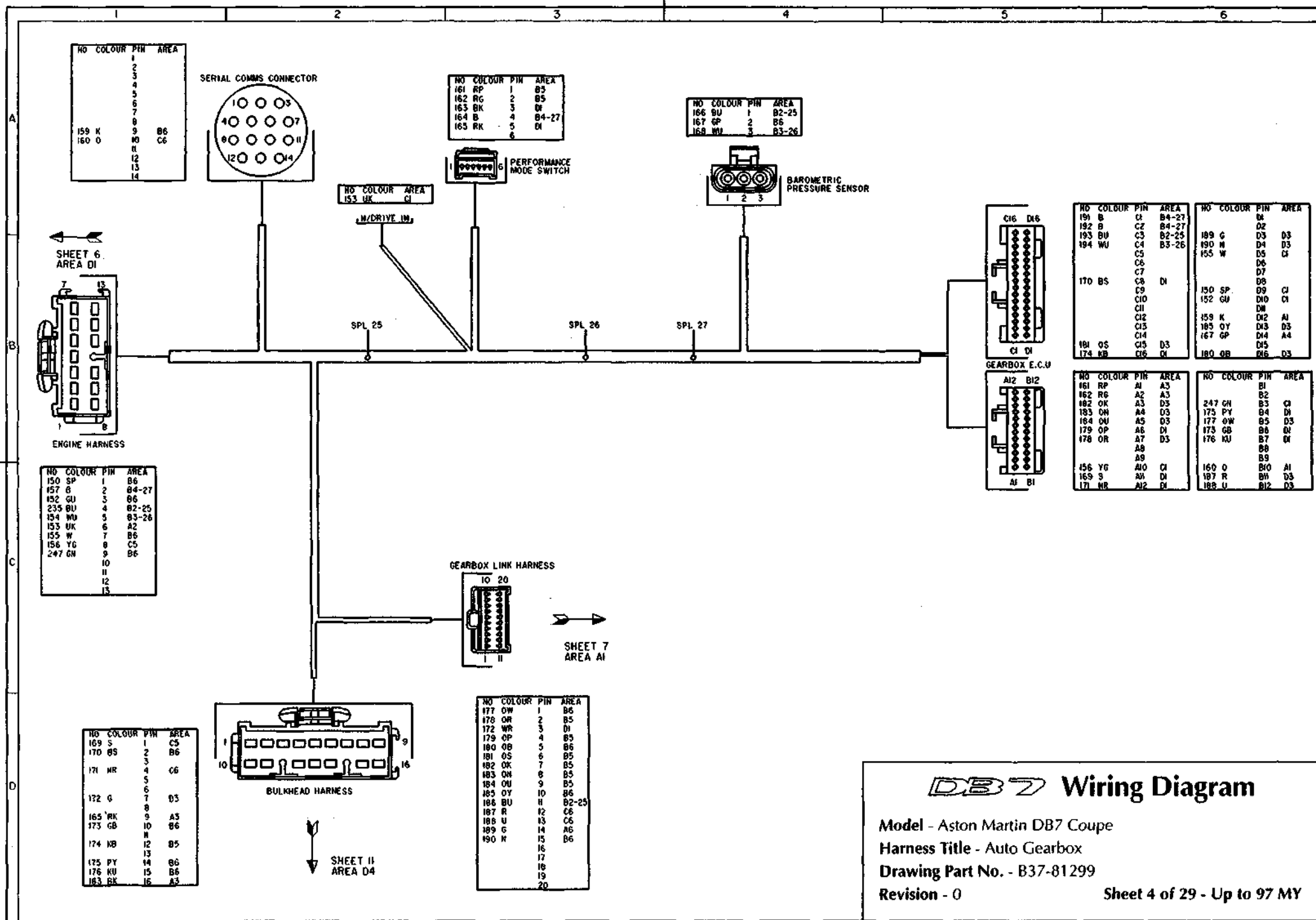
166	A4
186	D3
193	A5
235	C1

SPL 26 White/Blue

154	C1
168	A4
194	B5

SPL 27 Black

157	C1
164	A3
191	A5
192	A5



Splice No.	Colour
Pin No.	Destination

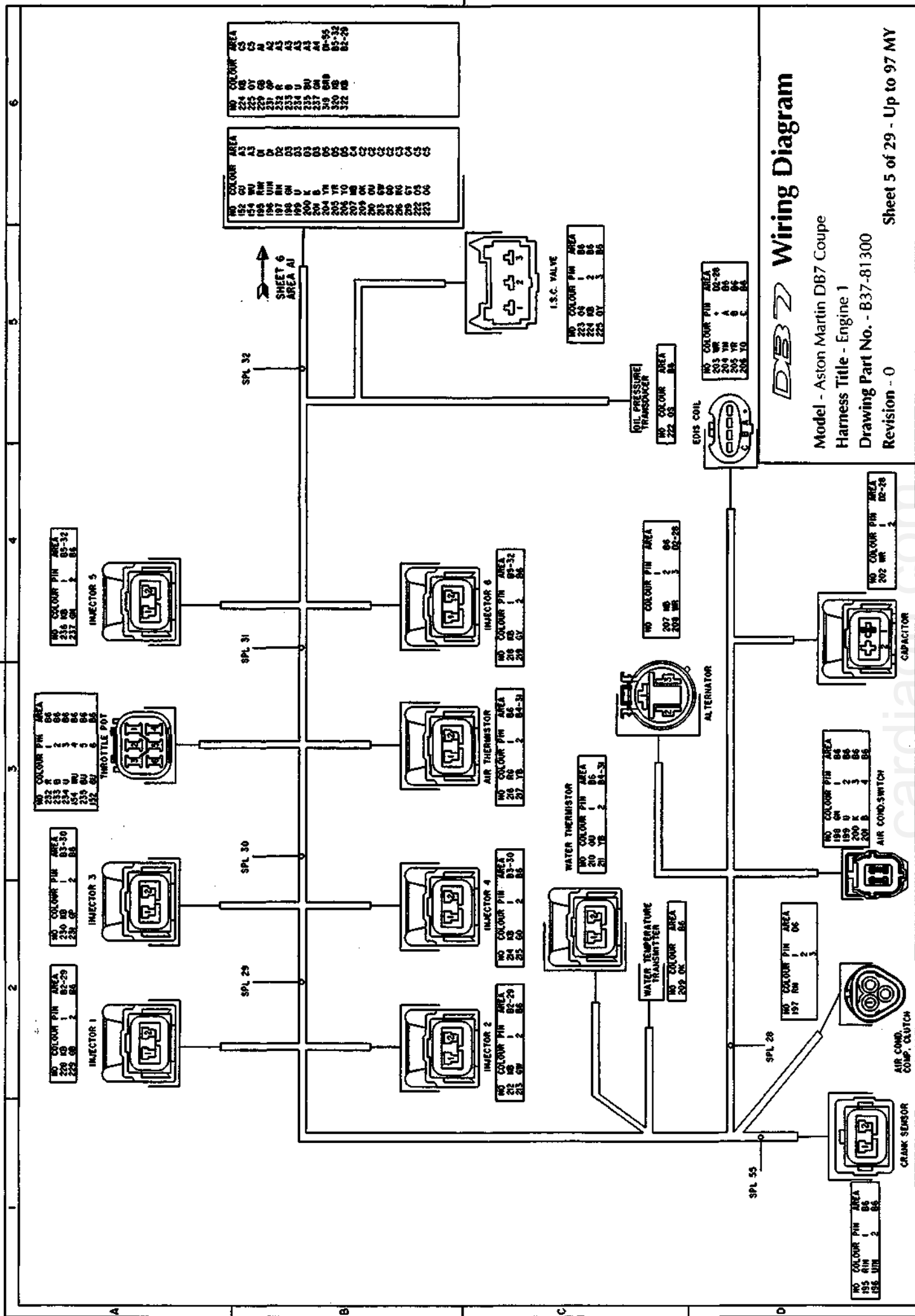
SPL 28	White/Red
202	D4
203	D5
208	C4
263	B6

SPL 29	Pink/Black
212	C2
228	A2
322	B6

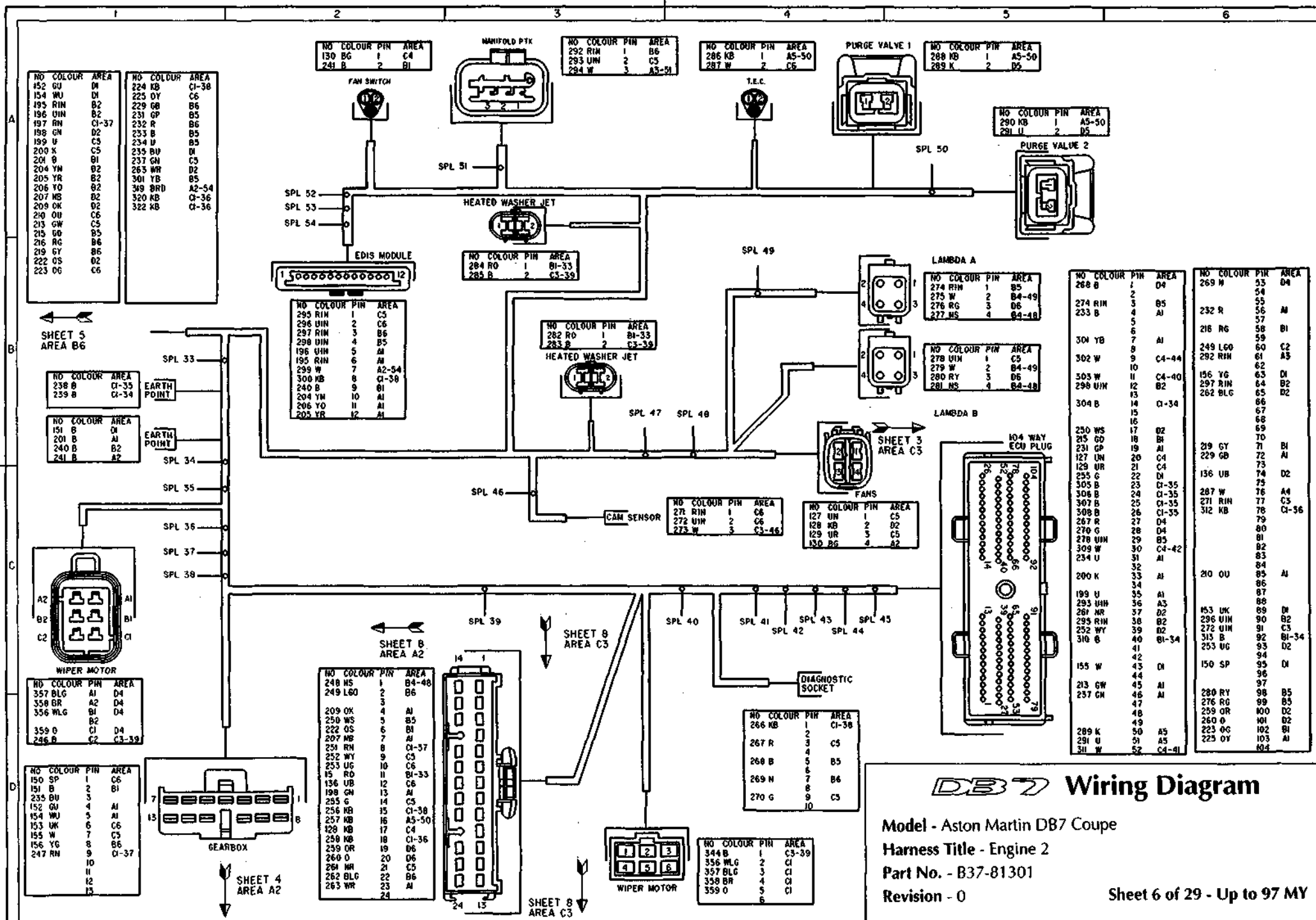
SPL 30	Pink/Black
214	C2
230	A2
231	B6

SPL 31	Yellow/Black
211	C3
217	C3
301	B6

SPL 32	Pink/Black
218	C4
236	A4
320	B6



Splice No. Pin No.	Colour Destination				
SPL 33	Red/Orange	SPL 39	Black	SPL 47	White
15	D4	246	C1	242 BRD	C4-42
282	B3	264	D4	318	B4-49
284	B3	283	B3		
		285	B3	SPL 48	Brown/Slate
		344	D4	248	C2
				277	B5
SPL 34	Black	SPL 40	White	281	B5
239	B1	303	B5		
304	B5	316	C4-45	SPL 49	White/Black
310	C5	317	C4-43	275	B5
313	C6			279	B5
		SPL 41	White	318	B3-47
SPL 35	Black	311	D5		
238	B1	321 BRD	C3-46	SPL 50	Pink/Black
305	C5			257	D2
306	C5	SPL 42	White	286	A4
307	C5	242 BRD	B3-47	288	A5
308	C5	309	C5	290	A5
SPL 36	Pink/Black	SPL 43	White	SPL 51	White
258	C1	243 BRD	A2-52	294	A3
312	C6	317	C3-40	299	B2
320	A1			315 BRD	C4-44
322	A1	SPL 44	White		
		302	B5	SPL 52	
SPL 37	Red/Brown	315 BRD	A3-51	243 BRD	C4-43
197	A1				
247	D1	SPL 45	White	SPL 53	
251	D2	244 BRD	A2-53	244 BRD	C5-45
		314	A2-53		
		316	C3-40	SPL 54	White
SPL 38	Pink/Black	SPL 46	White	319 BRD	A1
224	A1	273	C4	299	B2
256	D2	321 BRD	C4-41		
266	D4			SPL 55	
300	B2			319 BRD	B6



Splice No.	Colour
Pin No.	Destination

SPL 204	White/Red
150	A5
151	A5
172	A1

NO	CLOUR	PIN	AREA
177	OW	1	A5
178	OR	2	A5
172	WR	3	A5
179	OP	4	A5
180	OB	5	A5
181	OS	6	A5
182	OK	7	A5
183	ON	8	A5
184	OU	9	A5
185	OY	10	A5
186	BU	11	A5
187	R	12	B3
188	U	13	B3
189	G	14	B2
190	H	15	B2
		16	
		17	
		18	
		19	
		20	

SHEET 4
AREA C3



SPL 204

GEARBOX CONNECTOR

NO	CLOUR	PIN	AREA
178	OR	1	A1
179	OP	2	A1
180	WR	3	A2-204
182	OK	4	A1
183	ON	5	A1
184	OU	6	A1
185	OY	7	A1
186	BU	8	A1
177	OW	9	A1
151	WR	10	A2-204
180	OB	11	A1
		12	
181	OS	13	A1
		14	

INPUT SPEED SENSOR

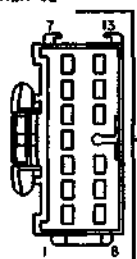
NO	CLOUR	PIN	AREA
190	N	1	A1
189	G	2	A1

OUTPUT SPEED SENSOR

NO	CLOUR	PIN	AREA
187	R	1	A1
188	U	2	A1

SHEET 11
AREA C2

NO	CLOUR	PIN	AREA
145	BG	1	C2
497	SLG	2	C5
521	YU	3	C2
541	YU	4	C2
		5	
		6	
		7	
		8	
		9	
547	B	10	C5
262	BG	11	C2
		12	
		13	



ENGINE HARNESS

145,521,541,262
TAPED IN LOOM

REVERSE LAMP
SWITCH



NO	CLOUR	PIN	AREA
497	SLG	1	C1
547	B	2	C1
		3	C1

DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

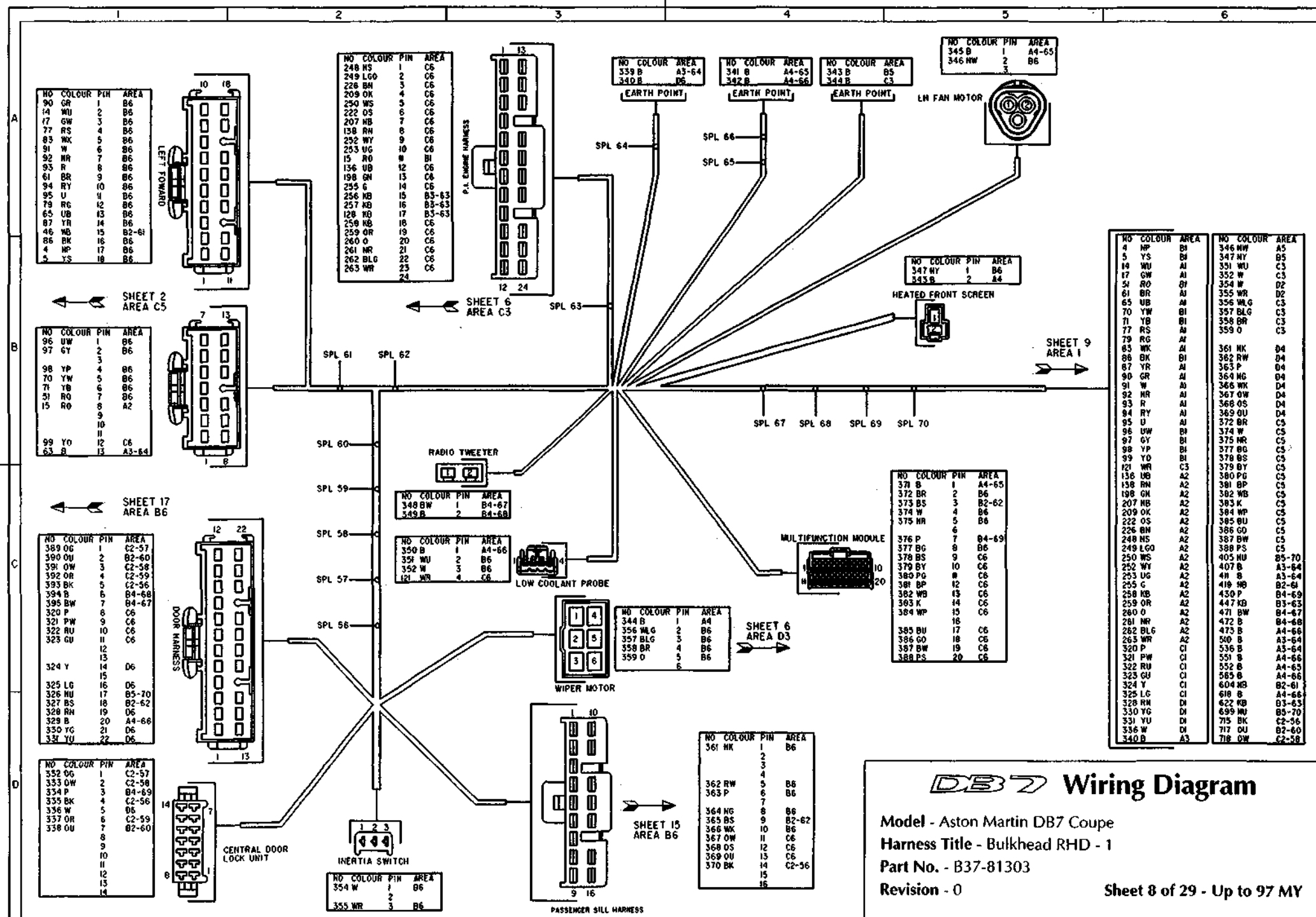
Harness Title - Auto/Manual Gearbox

Part No. - B37-81302

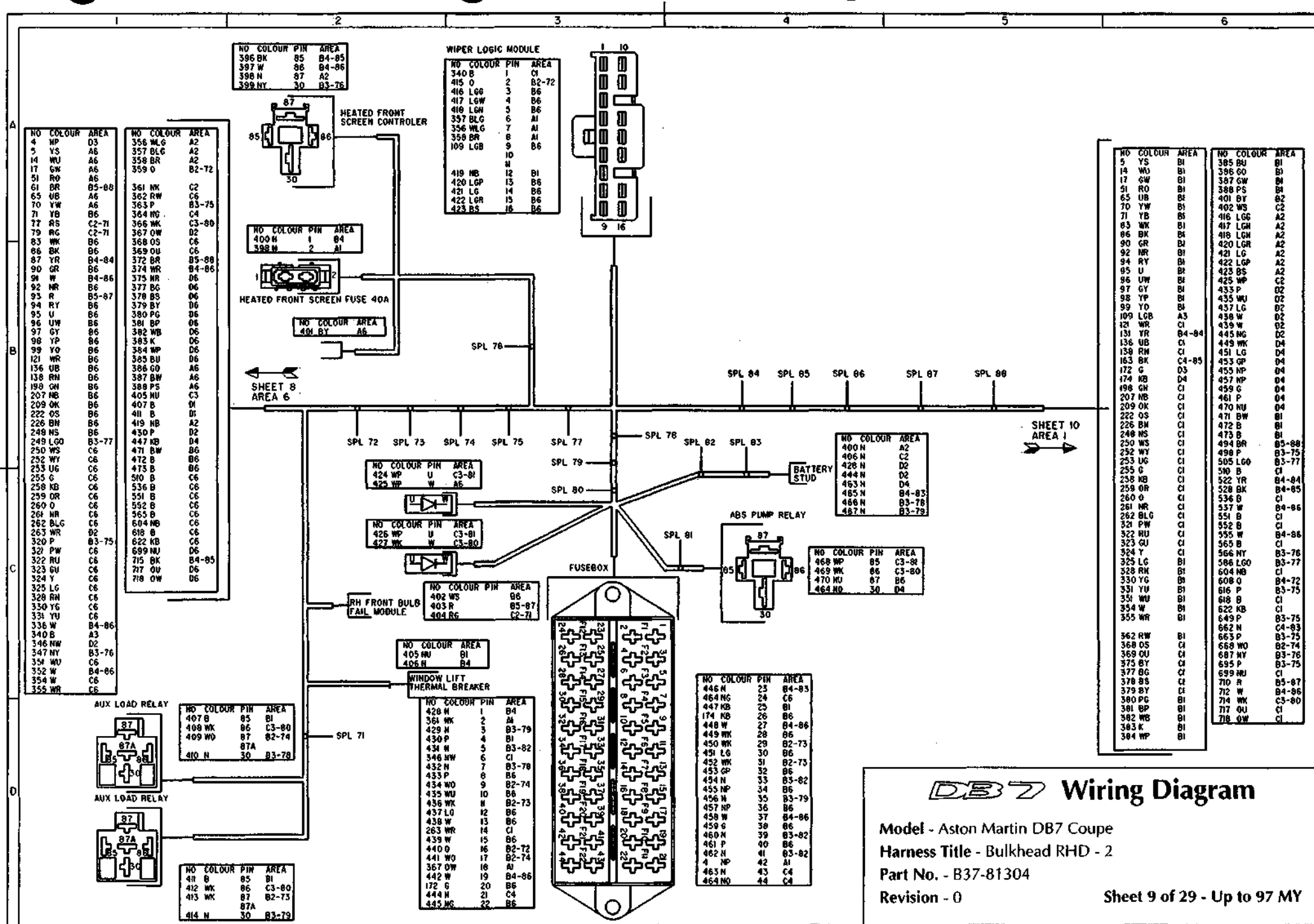
Revision - 0

Sheet 7 of 29 - Up to 97 MY

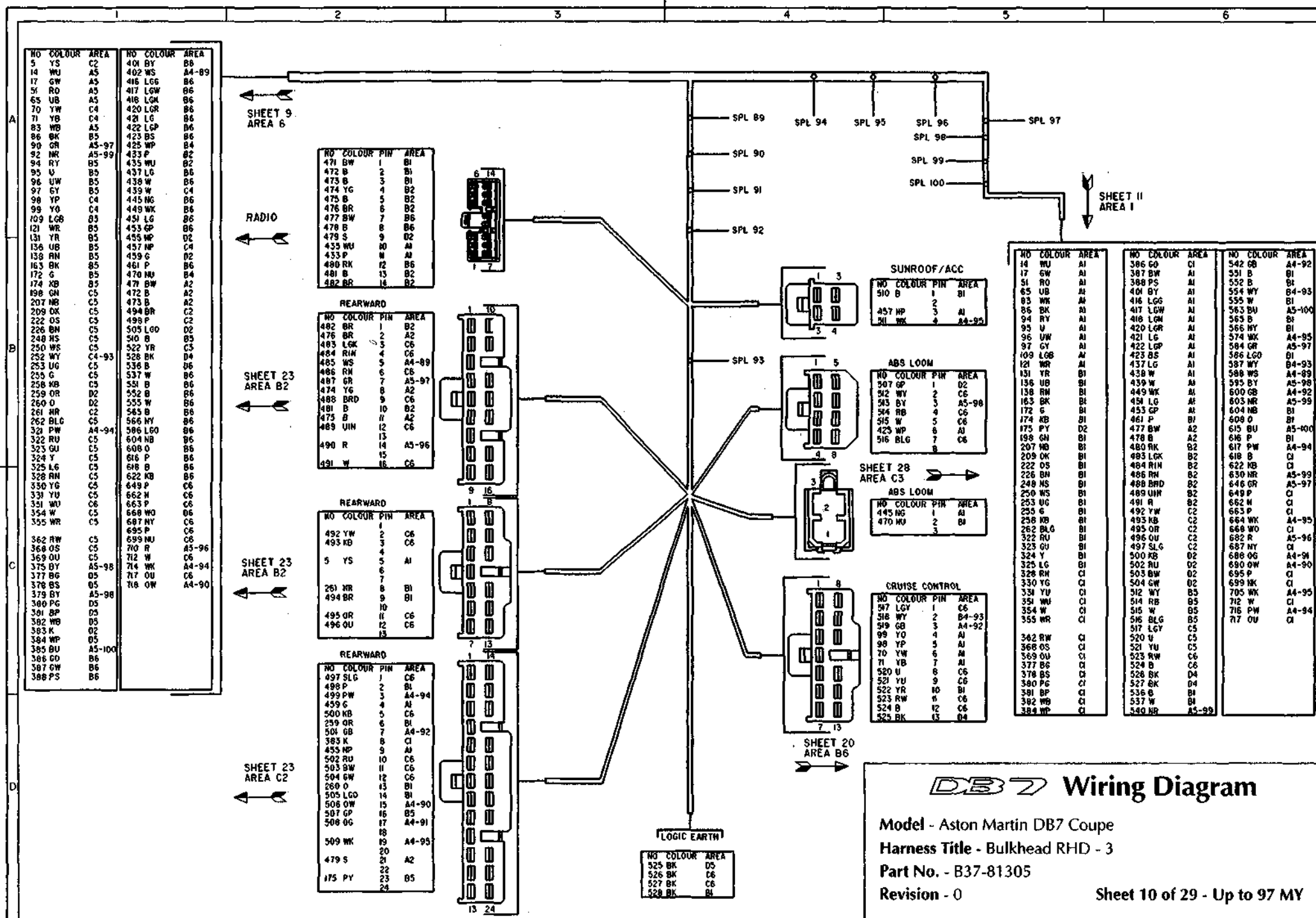
Splice No. Pin No.	Colour Destination	SPL 63	Pink/Black	SPL 68	Black
		128	A2	349	C3
		256	A2	394	B1
SPL 56	Black/Pink	257	A2	472	C6
335	D1	447	C6		
370	D4	622	D6	SPL 69	Purple
393	C1			334	D1
715	D6	SPL 64	Black	376	C5
		63	B1	430	C6
SPL 57	Orange/Green	339	A3		
332	C1	407	C6	SPL 70	Brown/Blue
389	D1	411	C6	326	D1
		510	C6	405	C6
SPL 58	Orange/White	536	C6	699	D6
333	D1				
391	C1	SPL 65	Black		
718	D6	341	A4		
		345	A5		
SPL 59	Orange/Red	371	C5		
337	D1	552	C6		
392	C1				
		SPL 66	Black		
SPL 60	Orange/Blue	329	D1		
338	D1	342	A4		
390	C1	350	C3		
717	D6	473	C6		
		551	C6		
SPL 61	Brown/Black	565	C6		
46	A1	618	C6		
419	C6				
604	C6	SPL 67	Black/White		
		348	C3		
SPL 62	Black/Slate	395	C1		
327	D1	471	C6		
365	D4				
373	C5				



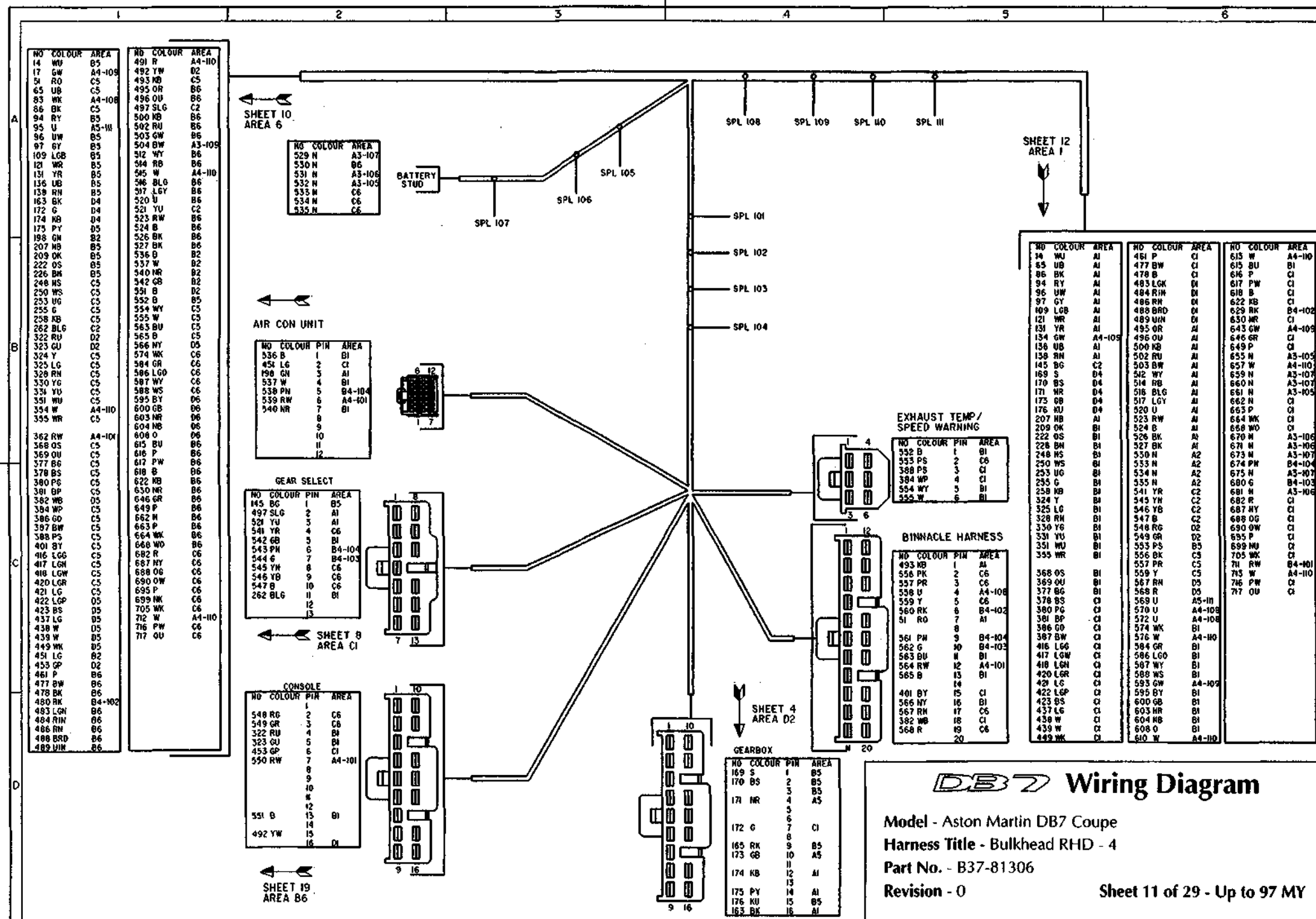
Splice No. Pin No.	Colour Destination	SPL 76	Brown/Yellow	SPL 82	Brown	SPL 87	Red
SPL 71	Red/Slate						
77	A1	347	C1	431	D2	93	B1
79	A1	399	A2	451	D4	403	C3
404	C3	566	C6	454	D4	710	D6
		687	C6	460	D4		
SPL 77	LtGreen/ Orange			462	D4	SPL88	Black/Red
		249	B1			61	B1
SPL 72	Orange			SPL 83	Brown	372	B1
359	A1	505	B6	446	D4	494	B6
415	A2	586	C6	465	C4		
440	D2			662	C6		
608	C6						
SPL 73	White/Pink						
413	D1	SPL 78	Brown	SPL 84	Yellow/Red		
436	D3	410	D1	87	B1		
450	D4	432	D2	131	B6		
452	D4	466	C4	522	C6		
SPL 74	White/Orange						
409	D1	SPL 79	Brown	SPL 85	Black/Pink		
434	D2	414	D1	163	B6		
441	D2	429	D2	396	A1		
668	C6	456	D4	528	C6		
		467	C4	715	C1		
SPL 75	Purple						
320	C1	SPL 80	White/Pink	SPL 86	White		
363	A1	366	A1	91	B1		
498	B6	408	D1	336	D1		
616	C6	412	D1	352	C1		
649	C6	427	C2	374	B1		
663	C6	469	C4	397	A1		
695	C6	714	D6	442	D2		
				448	D4		
		SPL 81	White/Purple	458	D4		
		424	C2	537	C6		
		426	C2	555	C6		
		468	C4	712	C6		



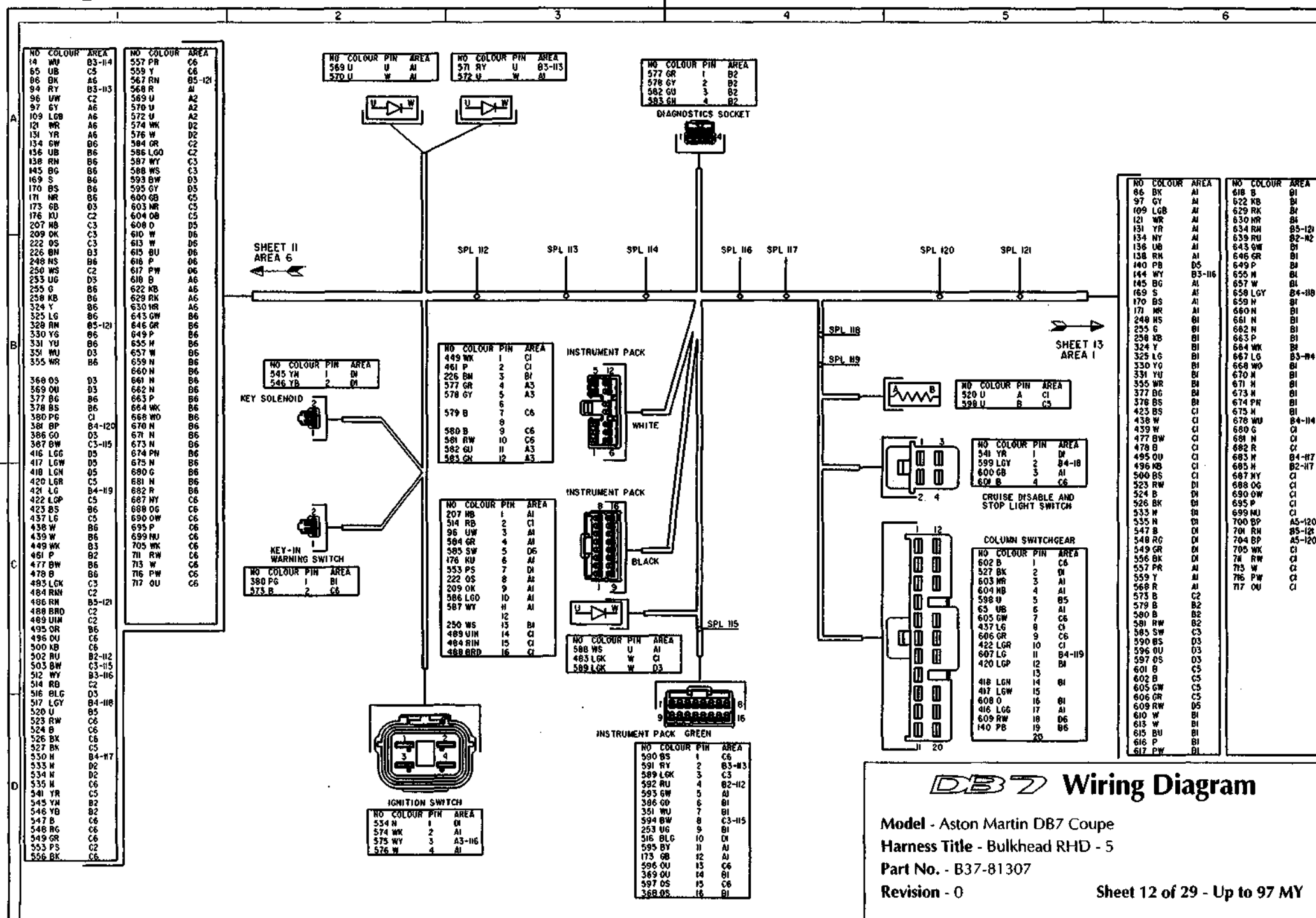
Splice No.	Colour	SPL 95	White/Pink
Pin No.	Destination	509	D2
		511	B4
SPL 89	White/Slate	574	B6
402	A1	594	
485	B2	664	C6
588	B6	705	C6
		714	C1
SPL 90	Orange/White		
506	D2	SPL 96	Red
690	C6	490	B2
718	C1	682	C6
		710	C1
SPL 91	Orange/Green		
508	D2	SPL 97	Green/Red
688	C6	90	A1
		487	B2
SPL 92	Green/Black	584	B6
501	D2	646	B6
542	B6		
519	C4	SPL 98	Black/Yellow
600	B6	375	C1
		379	C1
SPL 93	White/Yellow	513	B4
252	B1	595	B6
518	C4		
587	B6	SPL 99	Brown/Red
554	B6	92	A1
		540	C6
SPL 94	Purple/White	603	B6
321	A1	630	B6
499	C2		
617	B6		
716	C6		



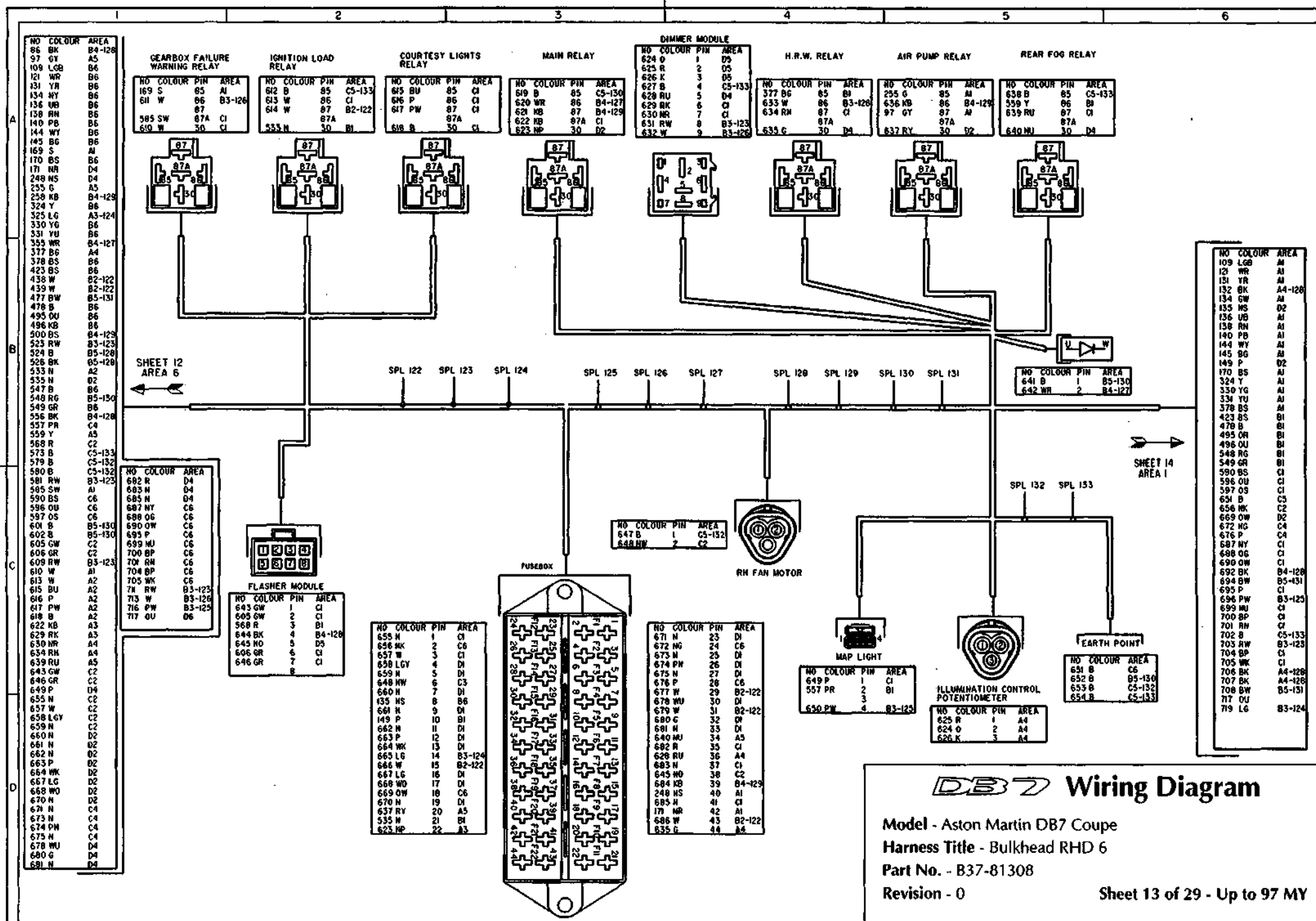
Splice No. Pin No.	Colour Destination	SPL 106	Brown	SPL 111	Blue
SPL 100	Black/Blue				
385	C1	531	A2	95	A1
563	B6	670	B6	569	C6
615	B6	671	B6		
		681	C6		
SPL 107	Brown				
529	A2				
659	B6				
660	B6				
673	B6				
675	C6				
SPL 108	White/Pink				
83	A1				
558	C4				
570	C6				
572	C6				
SPL 109	Green/White				
17	A1				
134	B5				
504	A1				
593	D6				
643	B6				
SPL 110	White				
354	B1				
491	A1				
515	A1				
576	C6				
610	D6				
613	B6				
657	B6				
712	C1				
713	C6				
SPL 104	Purple/Brown				
538	B2				
543	C2				
561	C5				
674	C6				
SPL 105	Brown				
532	A2				
655	B6				
661	B6				



Splice No. Pin No.	Colour Destination		
		SPL 119	Lt Green
		421	C1
		607	C4
		667	B6
SPL 112	Red/Blue		
502	C1		
592	D3	SPL 120	Black/Purple
639	B6	381	B1
		700	C6
		704	C6
SPL 113	Red/Yellow		
94	A1		
571	A2	SPL 121	Red/Brown
591	D3	328	B1
		486	C1
SPL 114	White/Blue	567	A1
14	A1	634	B6
667	B6	701	C6
678	B6		
SPL 115	Black/White	SPL 122	White
387	B1	438	B1
594	D3	439	B1
503	C1	614	A2
		666	D2
SPL 116	White/Yellow	677	C4
144	B6	679	D4
512	C1	686	D4
575	D2		
SPL 117	Brown		
530	D1		
683	B6		
685	B6		
SPL 118	LiGreen/Yellow		
517	D1		
599	C5		
658	B6		



Splice No. Pin No.	Colour Destination	706 707	C6 C6
SPL 123	Red/White	SPL 129	Pink/Black
523	B1	258	A1
581	C6	500	B1
609	C1	621	A3
631	A4	636	A5
703	C6	684	D4
711	C1		
SPL 124	Lt Green	SPL 130	Black
325	A1	547	B1
665	D2	601	C1
719	C6	602	C1
		619	A3
SPL 125	Purple/White	641	B5
650	D4	652	C5
696	C6	SPL 131	Black/White
716	C1	477	B1
		694	C6
SPL 126	White	708	C6
611	A1		
632	A4	SPL 132	Black
633	A4	554	C5
713	C1	579	B1
		580	C6
SPL 127	White/Red	647	C4
355	B1		
620	A3	SPL 133	Black
642	B5	573	B1
		612	A2
SPL 128	Black/Pink	627	A4
86	A1	628	A5
132	B6	654	C5
526	B1	702	C6
644	C2		
692	C6		



Splice No. Colour
Pin No. Destination

SPL 134 Black/Slate

107 C5
378 A1
423 A1
590 B1

SPL 135 Black

478 A1
693 C2
709 C5

SPL 136 Lt Green

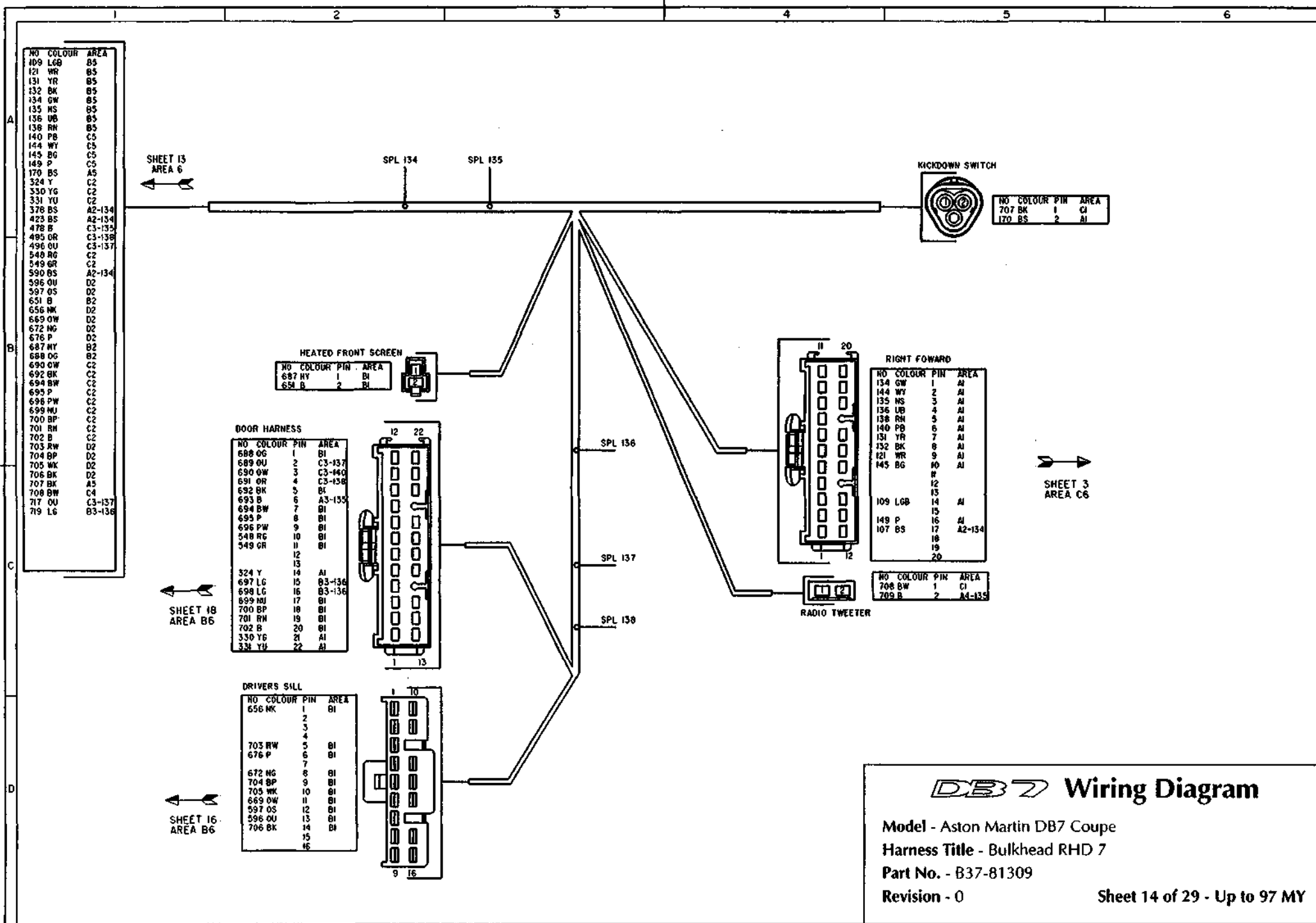
697 C2
698 C2
719 C1

SPL 137 Orange/Blue

496 B1
689 B2
717 C1

SPL 138 Orange/Red

495 B1
691 C2



DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

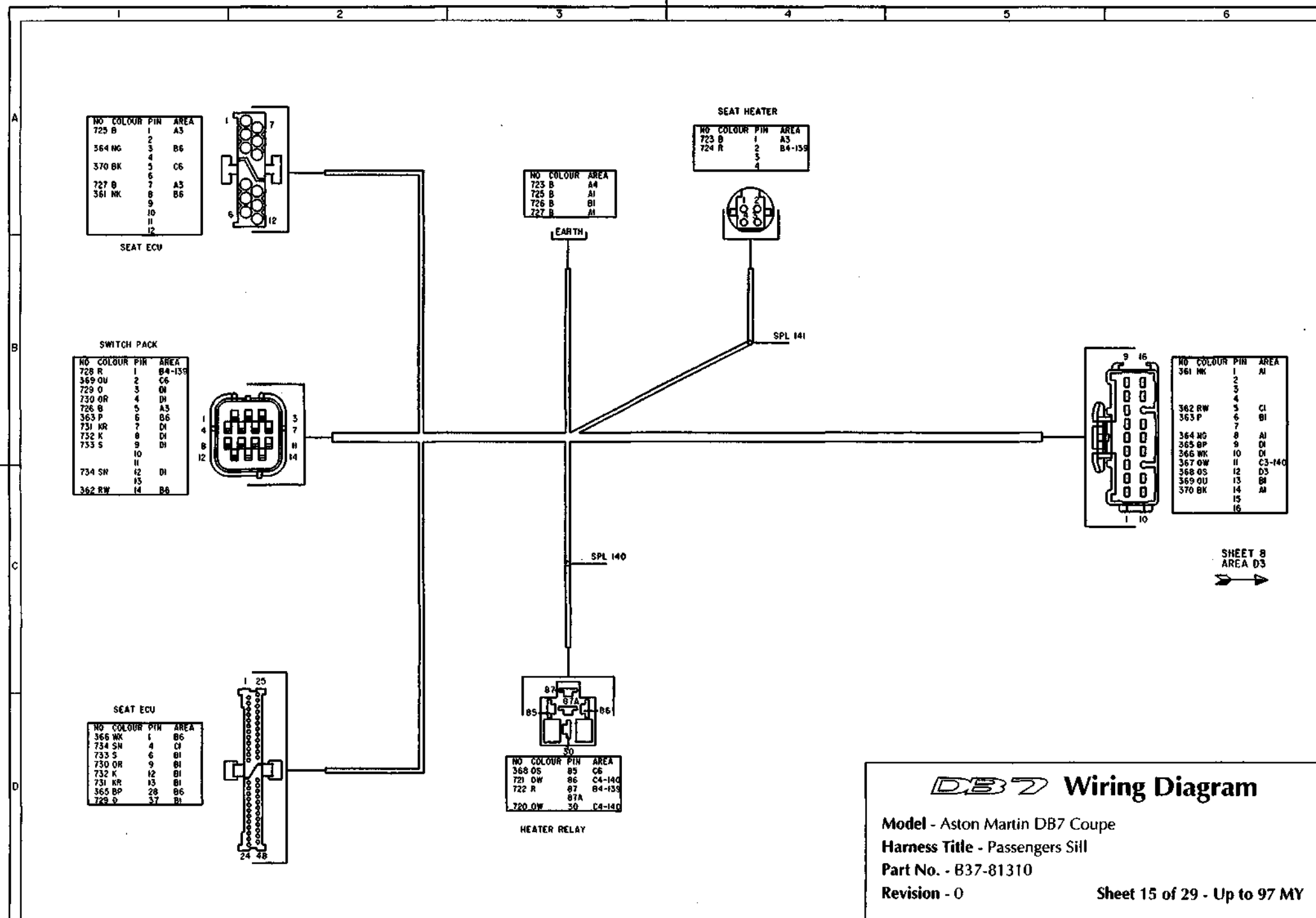
Harness Title - Bulkhead RHD 7

Part No. - B37-81309

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Sheet 14 of 29 - Up to 97 MY

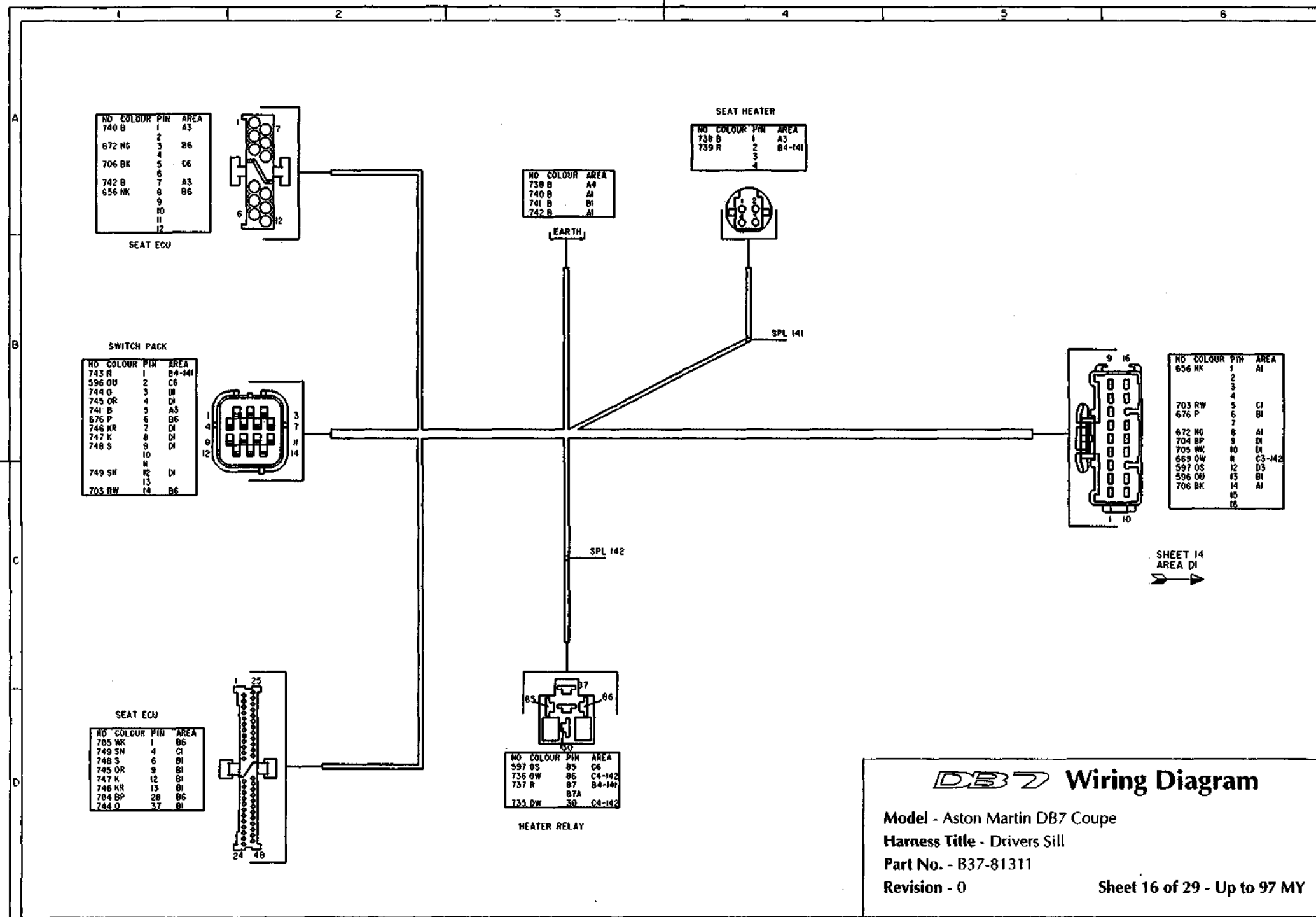
Splice No.	Colour
Pin No.	Destination
SPL 139	Red
722	D3
724	A4
728	B1
SPL 140	Orange/White
367	B6
720	D3
721	D3



Splice No.	Colour
Pin No.	Destination

SPL 141	Red
737	D3
739	A4
743	B1

SPL 142	Orange/White
669	B6
735	D3
736	D3



DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

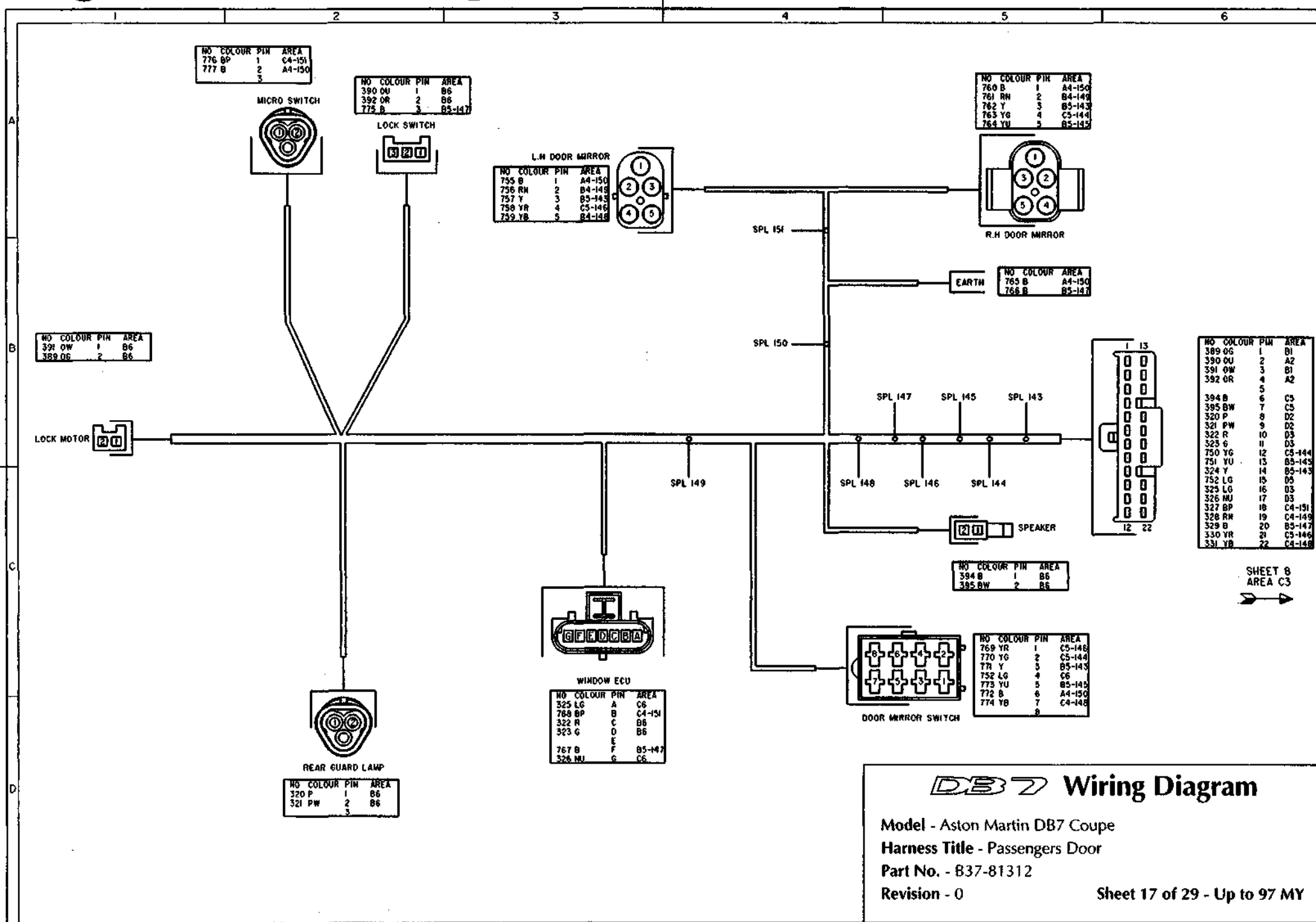
Harness Title - Drivers Sill

Part No. - B37-81311

Revision - 0

Sheet 16 of 29 - Up to 97 MY

Splice No. Pin No.	Colour Destination	SPL 149	Red/Brown
		328	C6
		756	A3
		761	A5
SPL 143	Yellow		
324	C6		
757	A3	SPL 150	Black
762	A5	755	A3
771	C5	760	A5
		765	B5
SPL 144	Yellow/Green	772	C5
750	B6	777	A2
763	A5		
770	C5	SPL 151	Black/Purple
		327	C6
SPL 145	Yellow/Blue	768	D3
751	B6	776	A2
764	A5		
773	C5		
SPL 146	Yellow/Red		
330	C6		
758	A3		
769	C5		
SPL 147	Black		
329	C6		
766	B5		
767	D3		
775	A2		
SPL 148	Yellow/Black		
331	C6		
759	A3		
774	D3		



DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

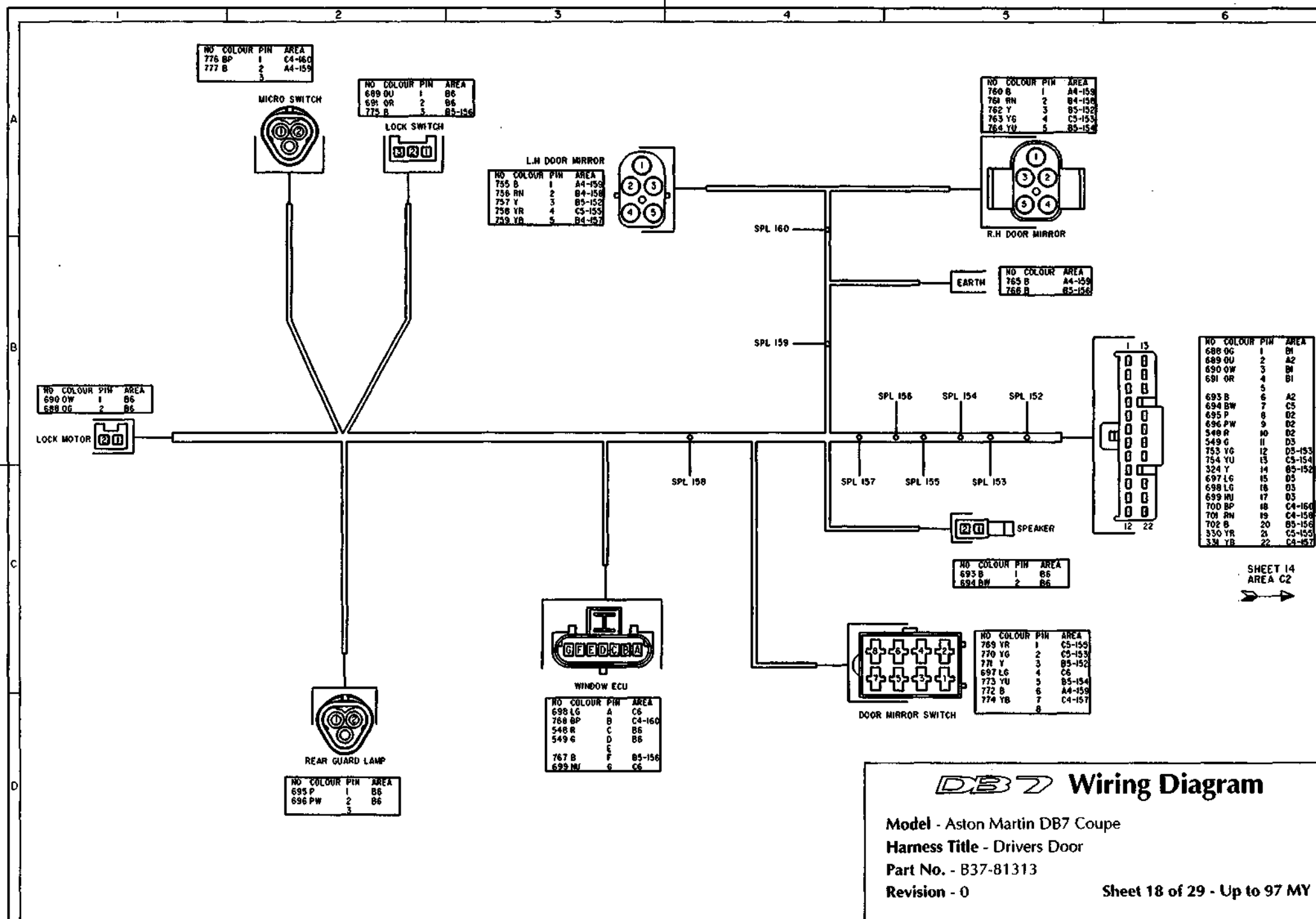
Harness Title - Passengers Door

Part No. - 837-81312

Revision - 0

Sheet 17 of 29 - Up to 97 MY

Splice No.	Colour	SPL 158	Red/Brown
Pin No.	Destination	701	C6
		756	A3
		761	A5
SPL 152	Yellow	SPL 159	Black
324	C6	755	A3
757	A3	760	A5
762	A5	765	B5
771	C5	772	C5
		777	A2
SPL 153	Yellow/Green	SPL 160	Black/Purple
753	B6	700	C6
763	A5	768	D3
770	C5	776	A2
SPL 154	Yellow/Blue		
754	B6		
764	A5		
773	C5		
SPL 155	Yellow/Red		
330	B6		
758	A3		
769	C5		
SPL 156	Black		
702	C6		
766	B5		
767	D3		
775	A2		
SPL 157	Yellow/Black		
331	B6		
759	A3		
774	D5		



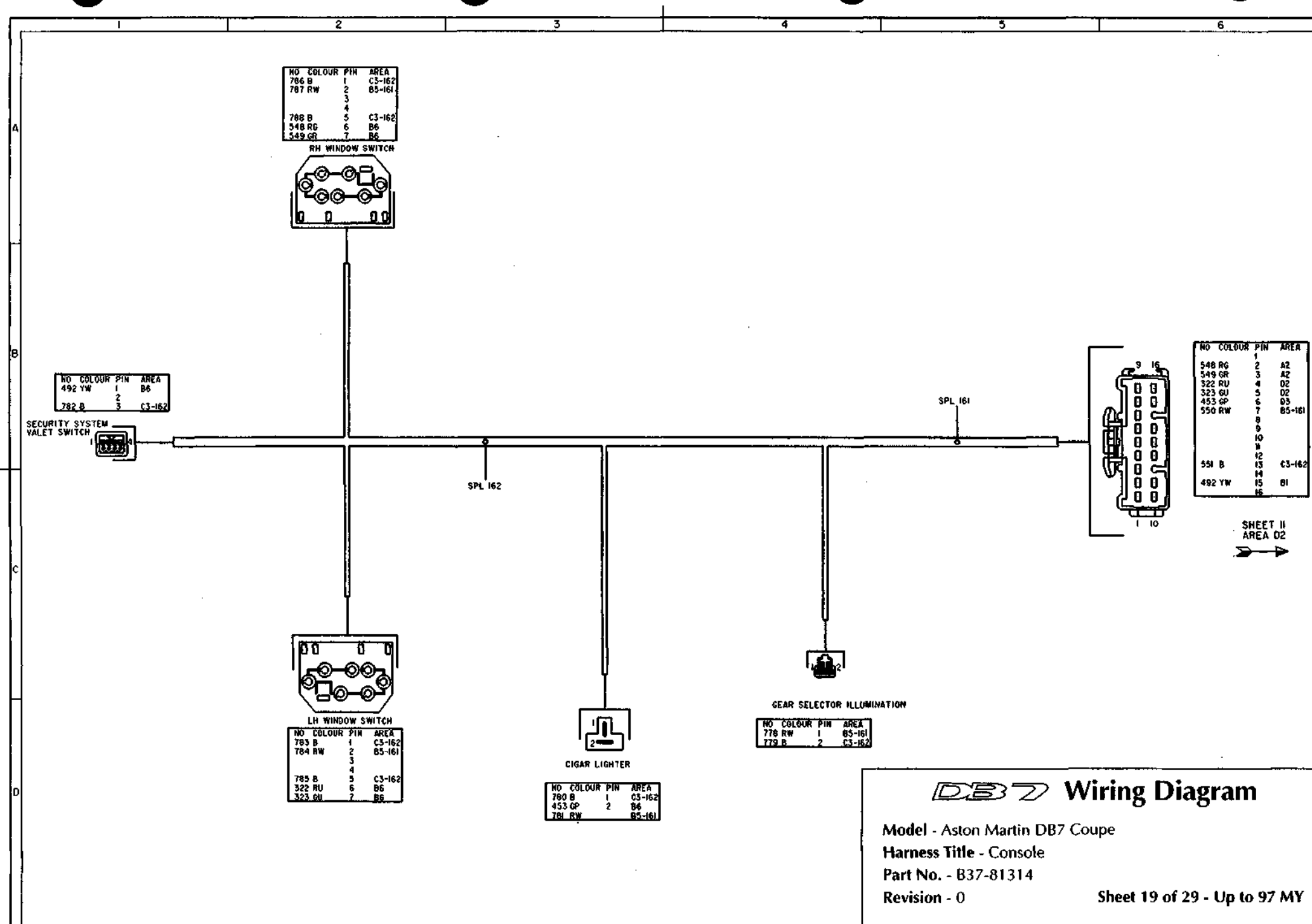
Splice No.	Colour
Pin No.	Destination

SPL 161 Red/White

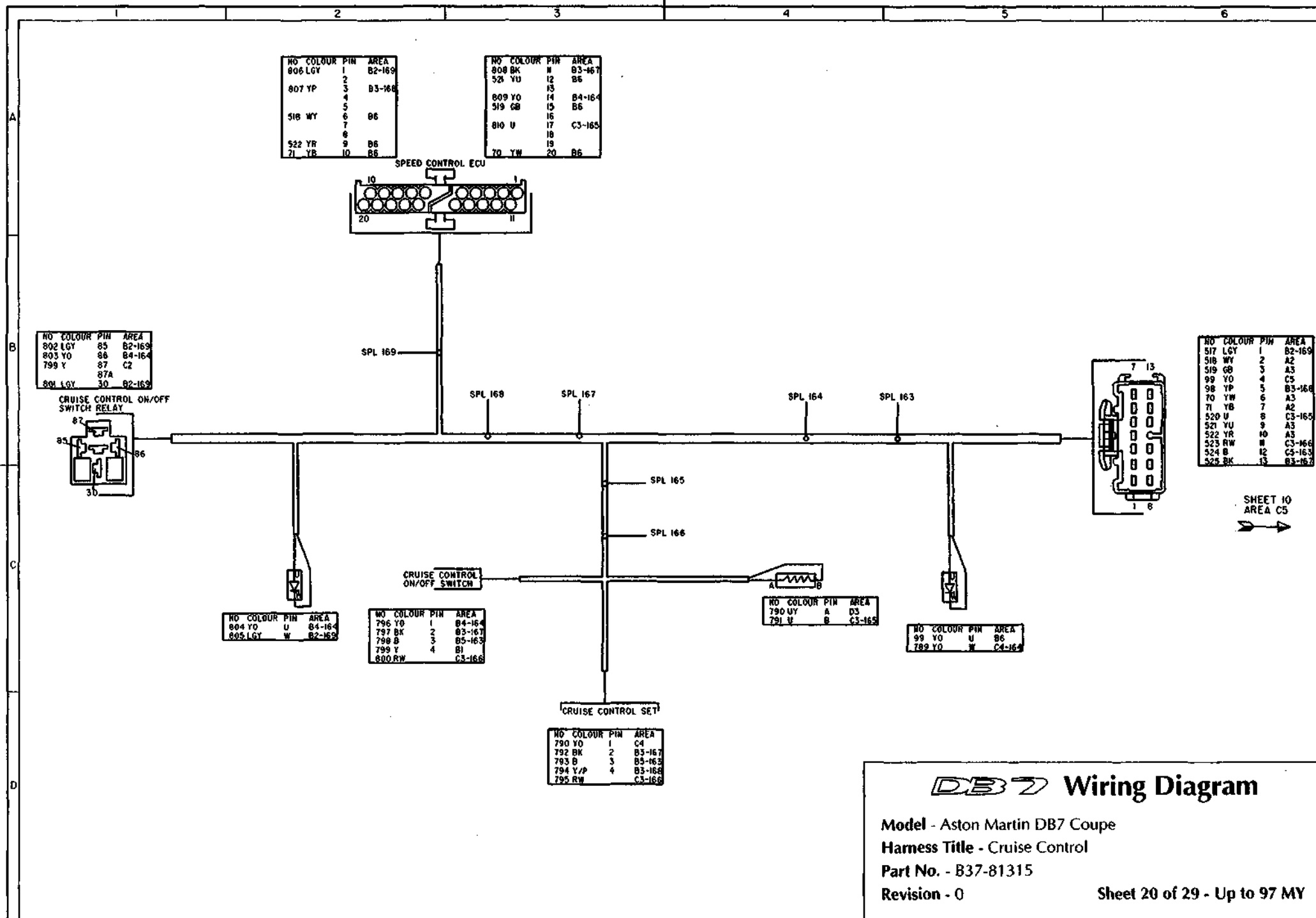
550	B6
778	D4
781	D3
784	D2
787	A2

SPL 162 Black

551	B6
779	D4
780	D3
782	B1
783	D2
785	D2
786	A2
788	A2



Splice No.	Colour	SPL 168	Yellow/Purple
Pin No.	Destination		
SPL 163	Black		
524	B6	98	B6
793	D3	794	D3
798	C2	807	A3
SPL 164	Yellow/Orange	SPL 169	LtGreen/Yellow
789	C5	517	B6
796	C2	801	B1
803	B1	802	B1
804	C2	805	C2
809	A3	806	A2
SPL 165	Blue		
520	B6		
791	C4		
810	A3		
SPL 166	Red/White		
523	B6		
795	D3		
800	C2		
SPL 167	Black/Pink		
525	B6		
792	D3		
797	C2		
808	A3		



DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

Harness Title - Cruise Control

Part No. - B37-81315

Revision - 0

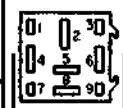
Sheet 20 of 29 - Up to 97 MY

Splice No.	Colour
Pin No.	Destination

SPL 170	Black
547	B6
814	A2
815	B1
816	C2

GEAR SHIFT INTERLOCK MODULE

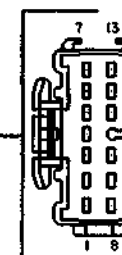
NO	COLOUR	PIN	AREA
542	GB	1	B6
543	PN	2	B6
813	US	3	B1
544	G	4	B6
545	YN	5	B6
814	B	6	B5-170
546	YB	7	B6
812	YR	8	C4
811	YG	9	C4



NO	COLOUR	AREA
813	US	A2
815	B	B5-170

PARK SWITCH

SPL 170



NO	COLOUR	PIN	AREA
445	BG	1	C3
497	SLG	2	C2
521	YU	3	D3
541	YR	4	D3
542	GB	5	A2
543	PN	6	A2
544	G	7	A2
545	YN	8	A2
546	YB	9	A2
547	B	10	B5-170
262	BLG	11	C3
		12	
		13	

SHEET II
AREA C2

START INHIBIT
SWITCH

NO	COLOUR	PIN	AREA
145	BG	1	B6
262	BLG	2	B6

GEAR SHIFT
INTERLOCK SOLENOID

NO	COLOUR	PIN	AREA
811	YG	1	A2
812	YR	2	A2

REVERSE LIGHT SWITCH

NO	COLOUR	AREA
497	SLG	B6
816	B	B5-170

CRUISE CONTROL SWITCH

NO	COLOUR	PIN	AREA
521	YU	1	B6
541	YR	2	B6

DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

Harness Title - Gear Shift Interlock

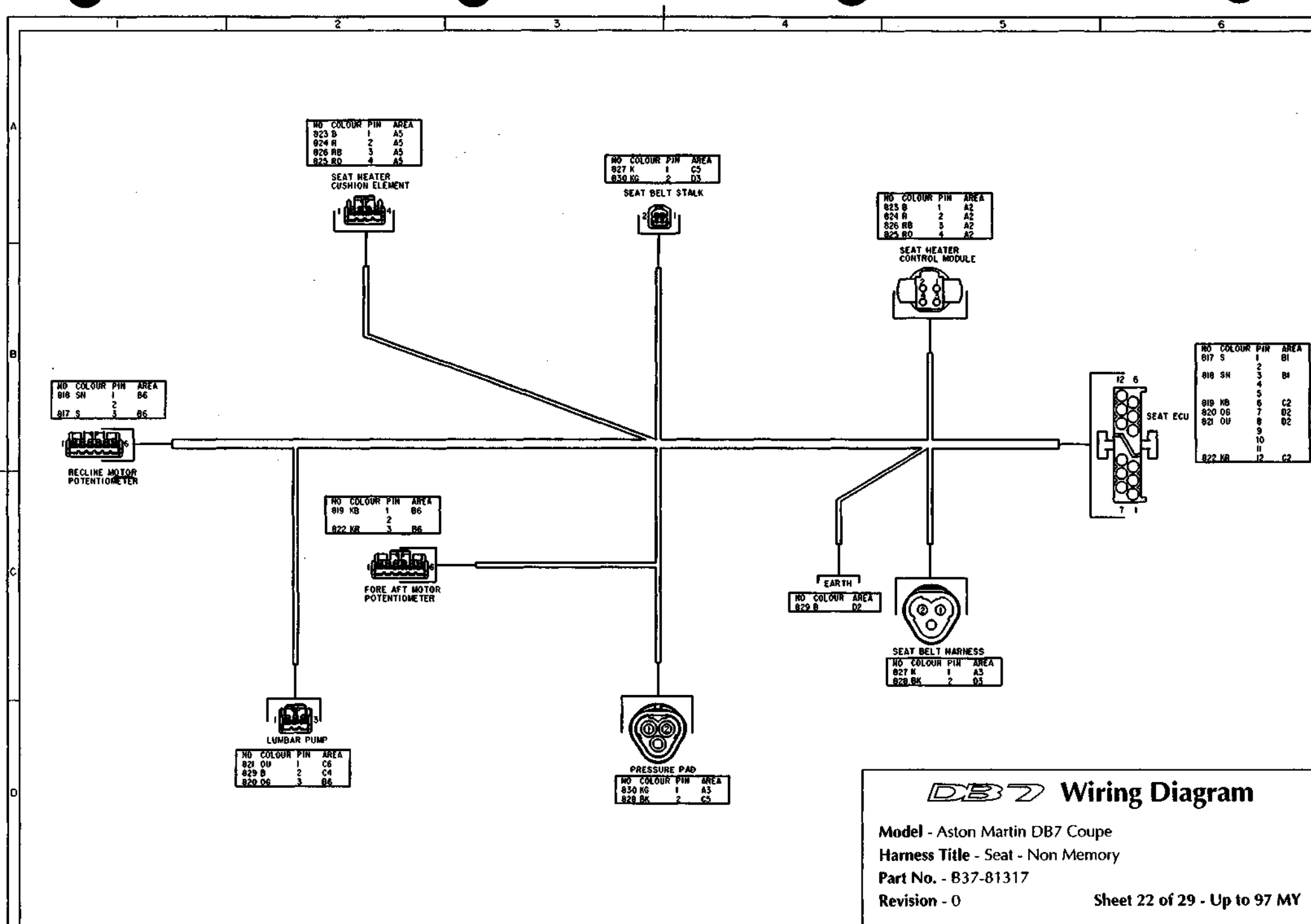
Part No. - B37-81316

Revision - 0

Sheet 21 of 29 - Up to 97 MY

Splice No.	Colour	Pin No.	Destination
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No Splices on Sheet 22



DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

Harness Title - Seat - Non Memory

Part No. - 837-81317

Revision - 0

Sheet 22 of 29 - Up to 97 MY

Splice No. Pin No.	Colour Destination		
		SPL 178	Brown/Purple
		455	C1
		855	B6
		873	B6
SPL 171	Black		
872 BRD	B6		
940	B3		
		SPL 179	White/Pink
		509	D1
SPL 172	Black/Pink	907	B6
830	B3	930	B6
831	A3		
940	C3		
		SPL 180	Red/Blue
SPL 173	White/Slate	502	C1
485	B1	858	B6
894	B6	875	B6
897	B6		
SPL 174	Red		
490	B1		
893	B6		
896	B6		
SPL 175	Green		
459	C1		
902	B6		
904	B6		
SPL 176	Purple		
498	C1		
832	C3		
841	B6		
850	B6		
SPL 177	Purple/Pink		
499	C1		
842	B6		
851	B6		

NO	COLOUR	PIN	AREA
383	K	1	C1
834	BK	2	C3-172
		3	

SEAT BELT HARNESS



NO	COLOUR	AREA
830	BK	C3-172

EARTH

SHEET 10
AREA B2

NO	COLOUR	PIN	AREA
482	BR	1	B6
476	BR	2	B6
483	LK	3	B6
484	RIM	4	B6
485	WS	5	B3-173
486	RN	6	B6
487	GR	7	B6
474	YG	8	B6
		9	
481	B	10	B6
475	B	11	B6
489	UIN	12	B6
		13	
490	R	14	C4-174
		15	B6
491	W	16	B6

SHEET 10
AREA C2

NO	COLOUR	PIN	AREA
492	YW	2	B6
493	KB	3	B6
		4	
5	YS	5	B6
		6	
829	NO	7	B6
261	NR	8	B6
494	BR	9	B6
		10	
495	DR	11	B6
496	DU	12	B6
		13	

SHEET 10
AREA D2

NO	COLOUR	PIN	AREA
497	SLG	1	B6
498	P	2	C4-176
499	PK	3	B5-177
459	G	4	B4-175
500	KB	5	B6
259	DR	6	B6
501	GB	7	C6
383	K	8	A3
455	MP	9	C5-178
502	RU	10	C5-180
503	BW	11	C6
504	GW	12	C6
260	O	13	B6
505	LGO	14	C6
506	OW	15	C6
507	GP	16	C6
508	OG	17	B6
		18	
509	WK	19	B5-179
		20	
479	S	21	B6
		22	
175	PY	23	B6
		24	

NO	COLOUR	AREA
832	P	C4-176
833	PS	B6

BOOT RELEASE
SWITCH

NO	COLOUR	PIN	AREA
834	NS	1	B6
835	MY	2	B6
836	U	3	B6

LEVEL SENSOR

NO	COLOUR	AREA
5	YS	B1
175	PY	B1
259	OR	C1
260	O	C1
261	NR	C1
474	YG	B9
475	B	B1
476	BR	A1
479	S	D1
481	B	B1
482	BR	A1
483	LK	A1
484	RIM	B1
486	RN	B1
487	GR	B1
489	UIN	B1
491	W	B1
492	YW	B1
493	KB	B1
494	BR	C1
495	OR	C1
496	QU	C1
497	SLG	C1
500	KB	C1
501	GB	C1
503	BW	C1
504	GW	C1
505	LGO	C1
506	OW	D1
507	GP	D1

NO	COLOUR	AREA
508	OG	D1
829	NO	C1
833	PS	C3
834	NS	B3
835	MY	B3
836	U	B3
841	P	C4-176
842	PK	B5-177
850	P	C4-176
851	PK	B5-177
855	MP	C5-178
858	RU	C5-180
872	BRD	B3-171
873	MP	C5-178
875	RU	C5-180
893	R	C4-174
894	WS	B3-173
896	R	C4-174
897	WS	B3-173
902	C	B4-175
904	G	B4-175
907	WK	B5-179
930	WK	B5-179

SHEET 24
AREA B1

DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

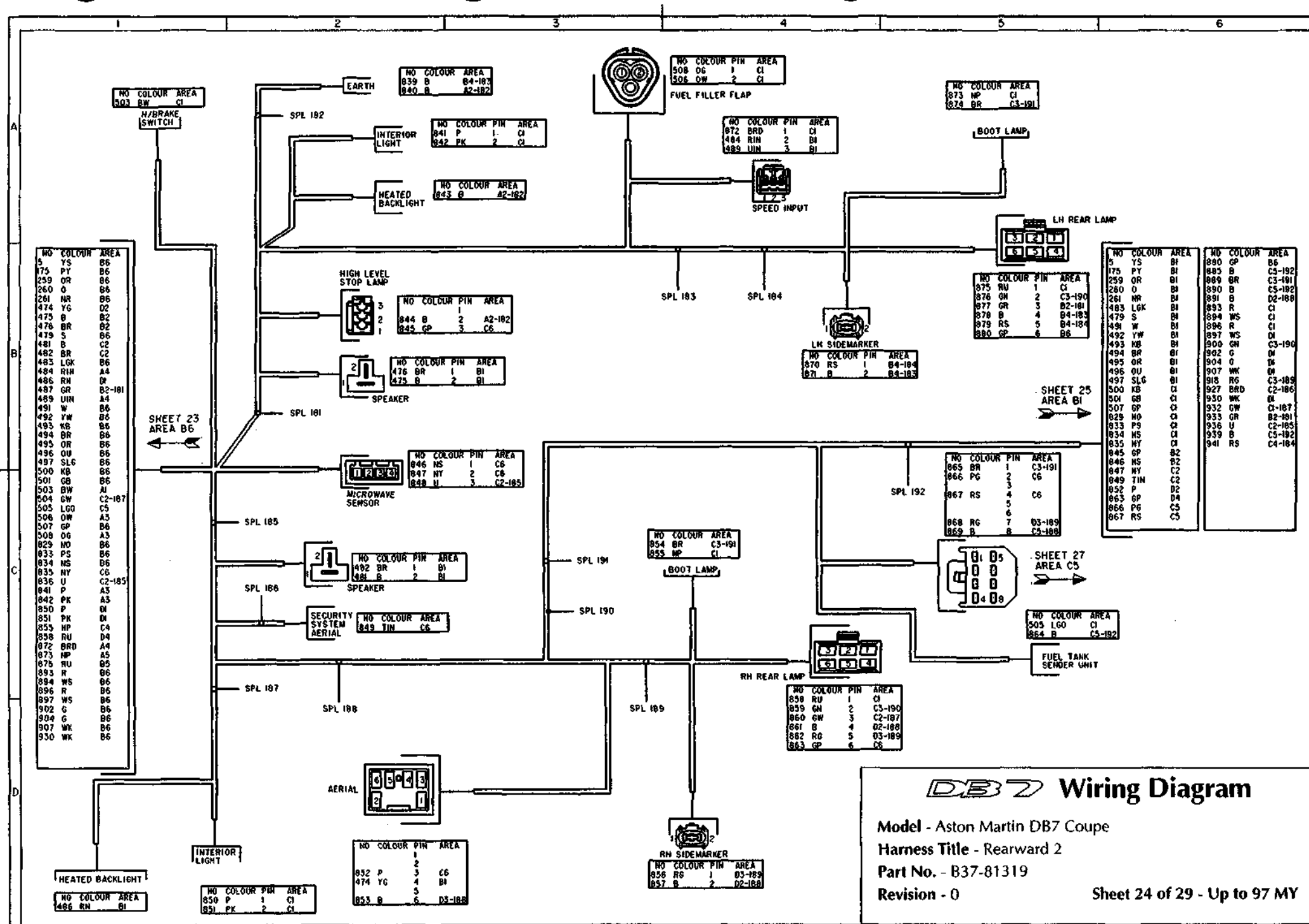
Harness Title - Rearward 1

Part No. - B37-81318

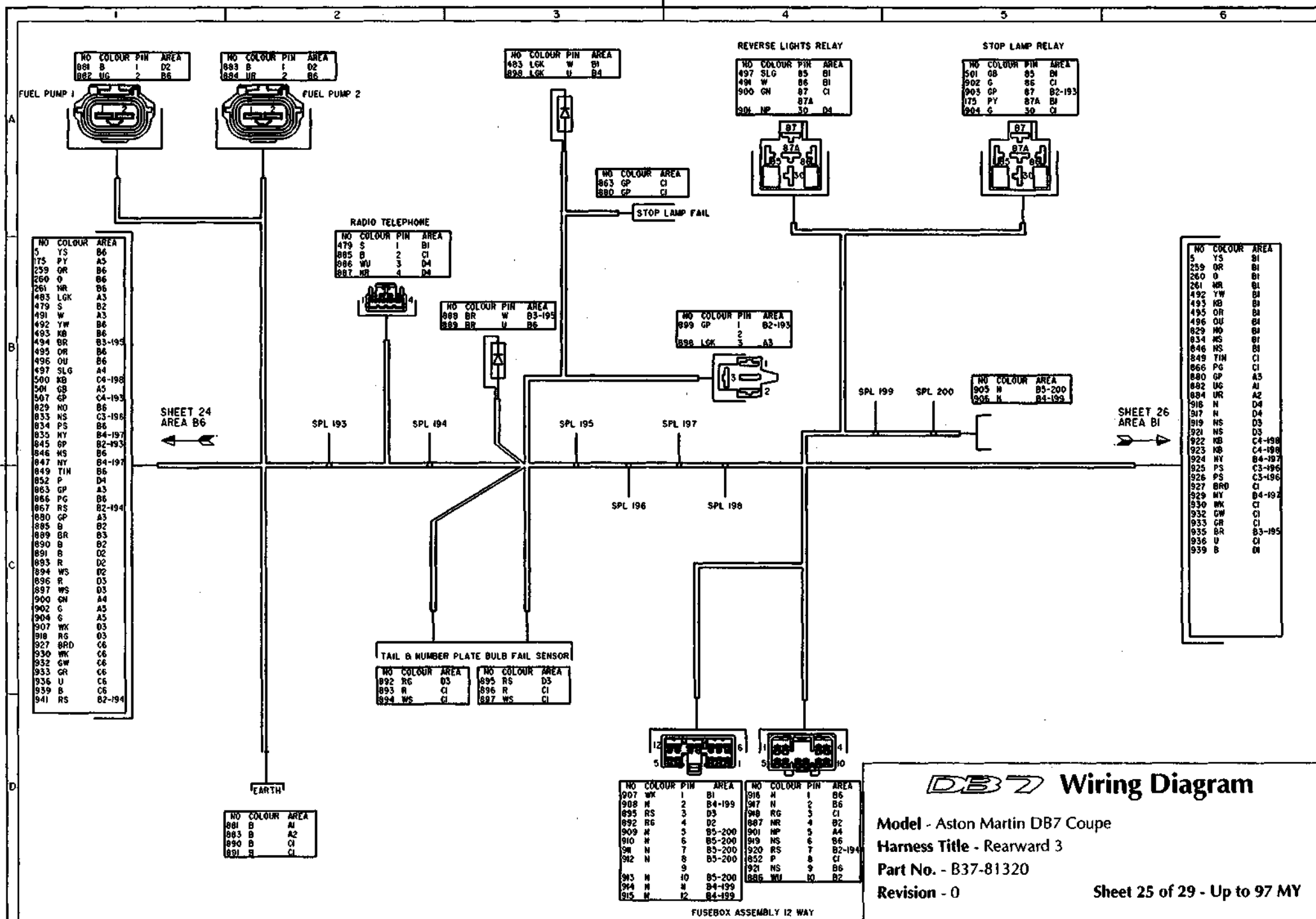
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Splice No. Pin No.	Colour Destination	Splice No.	Colour
SPL 181	Green/Red	SPL 188	Black
487	B1	853	D2
877	B5	857	D4
933	B6	861	D4
		891	B6
		869	C5
		939	B6
SPL 182	Black	SPL 189	Red/Green
840	A2	856	D4
843	A2	862	D4
844	B2	868	C5
		918	B6
SPL 183	Black	SPL 190	Green/Brown
839	A2	859	D4
871	B4	876	B5
878	B5	900	B6
SPL 184	Red/Slate	SPL 191	Black/Red
870	B4	854	C4
879	B5	865	C5
941	B6	874	A5
		889	B6
SPL 185	Blue	SPL 192	Green/Purple
836	C1	864	C5
848	B2	885	B6
936	B6	890	B6
SPL 186	BRD		
927	B6		
SPL 187	Green/White		
504	C1		
860	D4		
932	B6		



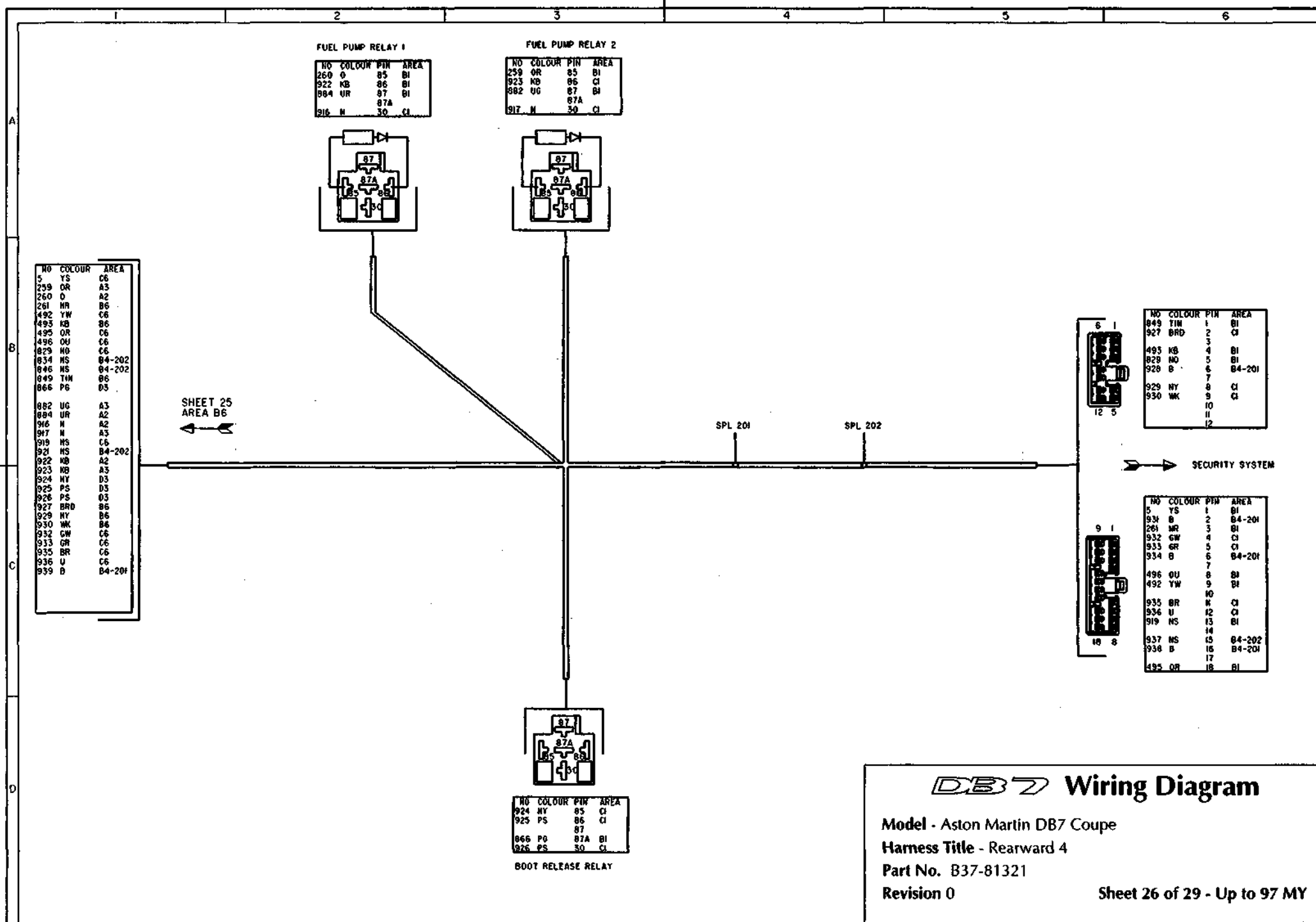
Splice No. Pin No.	Colour Destination	SPL 199	Brown
		906	B5
		908	D3
SPL 193	Green/Purple	914	D3
507	B1	915	D3
845	B1		
899	B4	SPL 200	Brown
903	B5	905	B6
		909	D3
SPL 194	Red/Slate	910	D3
867	C1	911	D3
920	D4	912	D3
941	C1	913	D3
SPL 195	Black/Red		
494	B1		
888	B3		
935	C6		
SPL 196	Purple/Slate		
833	C3		
925	B6		
926	B6		
SPL 197	Brown/Yellow		
835	C1		
847	C1		
924	B6		
929	B6		
SPL 198	Pink/Black		
500	B1		
923	B6		
922	B6		



Splice No.	Colour
Pin No.	Destination

SPL 201	Black
928	B6
931	C6
934	C6
938	C6
939	C1

SPL 202	Brown/Slate
834	B1
846	B1
921	B1
937	C6



DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

Harness Title - Rearward 4

Part No. B37-81321

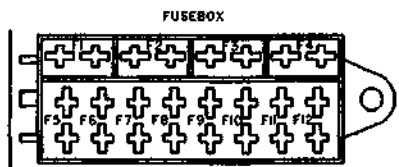
Revision 0

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Splice No.	Colour
Pin No.	Destination

SPL 203	Black
869	C5
942	A4
943	A4
944	A4
945	A4

NO	COLOUR	PIN	AREA
907	WK	1	D1
886	WV	2	D2
908	N	3	D1
916	N	4	D2
895	RS	5	D1
920	RS	6	D2
892	RG	7	D1
918	RG	8	D2
909	N	9	D1
917	N	10	D2
910	N	11	D1
887	NR	12	D2



NO	COLOUR	PIN	AREA
911	N	13	D1
901	NP	14	D2
		15	
		16	
		17	
		18	
912	N	19	D1
852	P	20	D2
913	N	21	D1
921	NS	22	D2
919	N	23	D2
914	N	24	D1



NO	COLOUR	PIN	AREA
907	WK	1	A1
908	N	2	A1
895	RS	3	A1
892	RG	4	A1
909	N	5	A1
910	N	6	A1
911	N	7	A1
		8	
		9	
912	N	10	A3
913	N	11	A3
914	N	12	A3

SHEET 25
AREA D4



NO	COLOUR	PIN	AREA
916	N	1	A1
917	N	2	A1
918	RG	3	A1
887	NR	4	A1
904	NP	5	A3
919	N	6	A3
920	RS	7	A1
852	P	8	A3
921	NS	9	A3
886	WV	10	A1

BOOT LOCK ACTUATOR

NO	COLOUR	PIN	AREA
865	BS	1	C4
943	B	2	C5-203

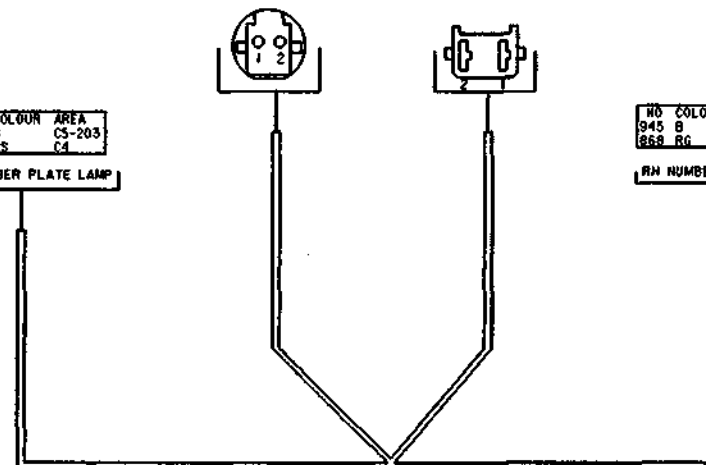
NO	COLOUR	PIN	AREA
944	B	1	C5-203
886	OW	2	C4

NO	COLOUR	AREA
942	B	C5-203
867	RS	C4

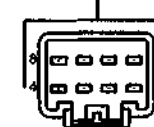
LH NUMBER PLATE LAMP

NO	COLOUR	AREA
945	B	C5-203
868	RG	C4

RH NUMBER PLATE LAMP



NO	COLOUR	PIN	AREA
865	BS	1	
866	OW	2	
867	RS	3	
		4	
		5	
		6	
868	RG	7	
869	B	8	



SHEET 24
AREA C5

DB7 Wiring Diagram

Model - Aston Martin DB7 Coupe

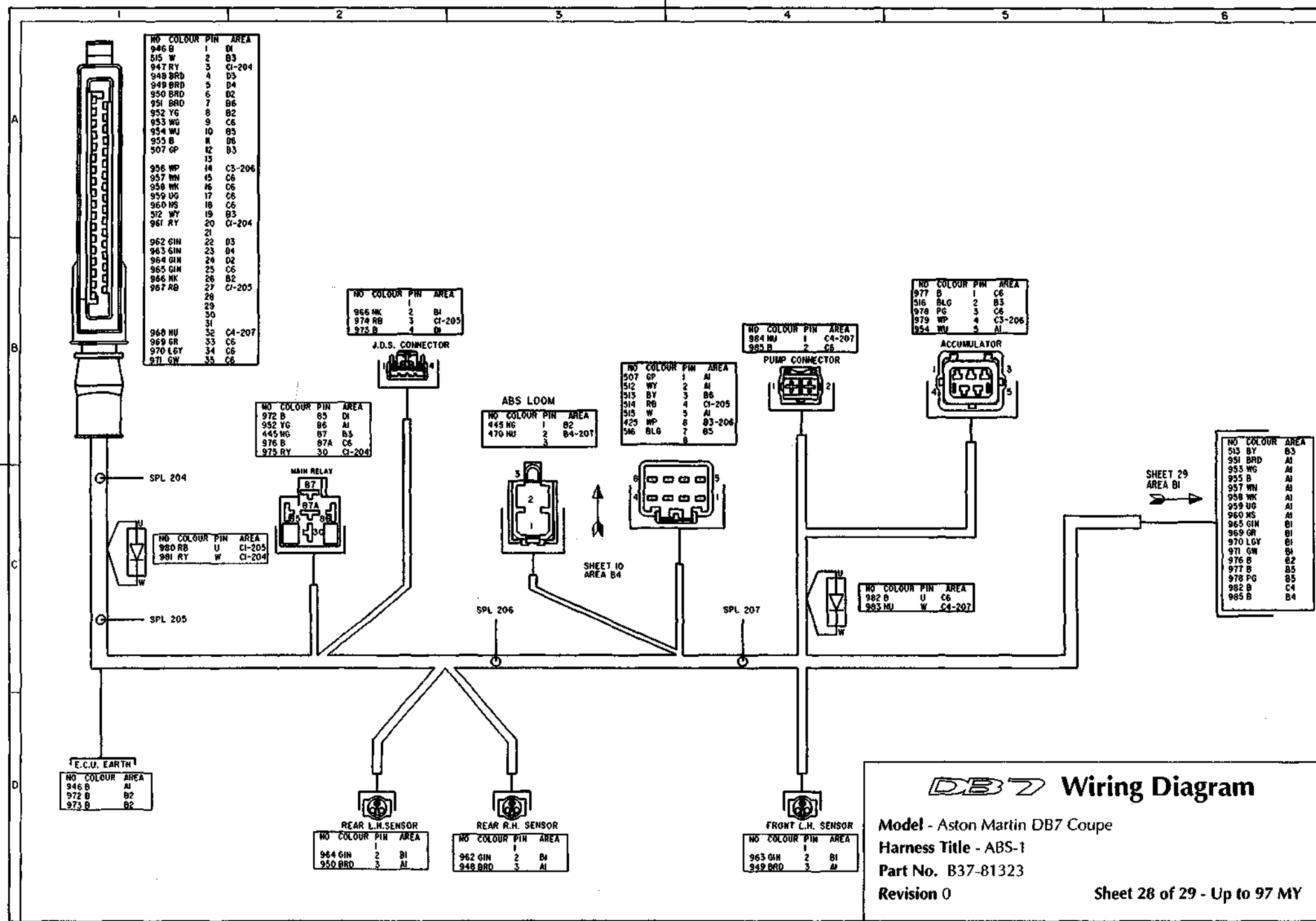
Harness Title - Fusebox and Boot Lid

Part No. - B37-81322

Revision - 0

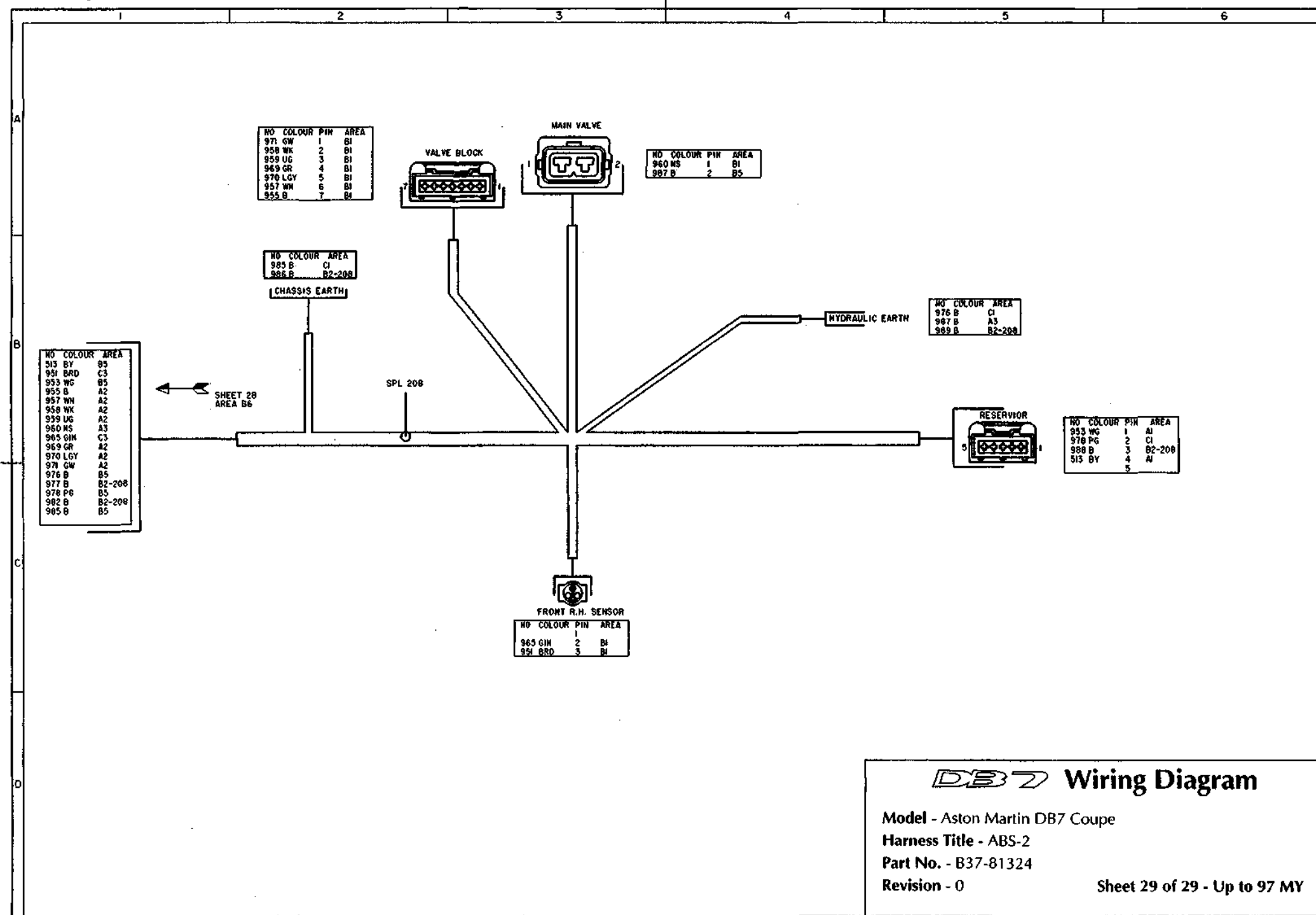
Sheet 27 of 29 - Up to 97 MY

Splice No.	Colour
Pin No.	Destination
SPL 204	Red/Yellow
947	A1
961	A1
975	B2
981	C1
SPL 205	Red/Black
514	B3
967	B1
974	B2
980	C1
SPL 205	White/Purple
425	B3
956	A1
979	B5
SPL 207	Brown/Blue
470	B3
968	B1
983	C4
984	B4



Splice No.	Colour
Pin No.	Destination

SPL 208	Black
977	C1
982	C1
986	B2
988	B5
989	B5



Component Name	Component Location (Figure No.-Item No.)	Circuit Reference (Sheet No.-Coordinates)	
ABS ECU	1-5	20-A1	
ABS Wheel Speed Sensor - Front RH	1-3	20-D2	
ABS Wheel Speed Sensor - Front LH	1-3	20-D3	
ABS Wheel Speed Sensor - Rear RH	8-1	20-B6	
ABS Wheel Speed Sensor - Rear LH	8-1	20-C6	
Airbag Crash Sensor RH	2-3	3-D1	
Airbag Crash Sensor LH	2-3	1-C3	
Airbag Diagnostic Monitor	4-2	11-C6	
Airbag (Drivers)	9-6	9-A3	
Airbag (Passengers)	9-1	11-C4	
Airbag Safing Sensor LHD	2-6	12-B4	
Air Conditioning Compressor Clutch	9-4	3-C1	
Air Conditioning Control	9-2	3-D3	
Air Conditioning Trinary Switch	9-5	3-D1	
Air Conditioning Unit	9-2	11-C1	
Air Pump	9-3	1-C2	
Air Temperature Sensor (IAT1)	3-7	5-C1	
Air Temperature Sensor (IAT2)	3-11	5-B3	
Alarm LED Inverter	7-8	14-B6	
Alarm Sounder	2-4	1-B2	
Alternator (Generator)	3-12	5-A6	
Ambient Temperature Sensor	1-1	1-A2	
Barometric Pressure Sensor	8-6	4-A4	
Blower Fan LH	10-10	8-A3	
Blower Fan RH	10-4	12-C3	
Bonnet Switch	2-2	1-C5	
Boot Lamp LH	10-8	15-A4	
Boot Lamp RH	10-6	16-D3	
Boot Lock Actuator	10-7	16-C6	
Brake Fluid Level Sensor	16-3	20-B3	
Camshaft Sensor (CMP)	3-2	5-C1	
Capacitor (Generator)	1-2	5-A5	
Catalyst Overtemperature/Speed Warning Module	4-8	11-C3	Japan Only
CD Autochanger	5-5	10-B3	Rear of Radio
Central Locking Unit	6-10	12-D4	
Cigar Lighter	6-5	13-A3	
Column Switchgear Assembly	10-5	9-A2	
Coolant Low Level Sensor	10-3	3-A3	
Coolant Temperature Sensor (ECT)	3-4	5-B1	
Coolant Temperature Sensor - Temp Gauge	3-3	5-C1	
Courtesy Light	10-9	9-B1	
Crankshaft Position Sensor (CKP)	3-1	5-A2	
Cruise Control Clutch Switch (RHD)	10-2	3-C5	
Cruise Control Disable and Stop Lamp Switch	1-4	9-A3	
Cruise Control On/Off Switch	6-6	13-A5	
Cruise Control Servo Unit	2-8	2-A6	
Cruise Control Set Switch	6-7	13-B5	
Diagnostic Socket - Lower	11-3	10-A6	
Diagnostic Socket - Upper	11-3	10-A5	
Door Closed Microswitch (Drivers)	7-6	21-A2	
Door Closed Microswitch (Passengers)	7-6	22-A2	
Door Lock Motor (Drivers)	11-6	21-B1	
Door Lock Motor (Passengers)	11-9	22-B1	
Door Lock Switch (Drivers)	11-5	21-A2	

Component Name	Component Location	Circuit Reference
Door Lock Switch (Passengers)	11-10	22-A2
Door Mirror - (Drivers)	11-4	21-A3
Door Mirror - (Passengers)	11-11	22-A5
Door Mirror Switch (LHD)	11-12	21-C5
Door Mirror Switch (RHD)	11-12	22-C5
Door Rear Guard Lamp (RH)	11-7	21-D2
Door Rear Guard Lamp (LH)	11-8	22-D2
DPFE Sensor	3-5	5-C4
EDIS Coil Pack	3-9	5-A5
EVR Valve	2-1	5-D2
Exhaust Temperature/Speed Warning	1-6	11-C3
Fan Control Module	2-7	3-D2
Fan Motor 1	11-1	3-B1
Fan Motor 2	11-2	3-C1
Foglamp - RH Front	12-3	1-A1
Foglamp - LH Front	12-2	1-C1
Fuel Filler Flap Solenoid	12-10	15-A2
Fuel Pump 1	12-7	16-A5
Fuel Pump 2	12-9	16-A6
Fuel Tank Pressure Sensor	12-8	15-C3
Fuel Tank Sender Unit	12-6	16-B4
Gear Selector Illumination	12-5	13-C4
Glass Break Sensor	7-8	14-C6
Handbrake Switch	7-5	14-C5
Head/Side Lamp - LH Front	12-1	1-D2
Head/Side Lamp - RH Front	12-4	1-A2
Heated Backlight (Volante)	12-11	15-D3
Heated Backlight (Volante)	12-11	16-A2
Heated Oxygen Sensor 1-1	2-5	6-D4
Heated Oxygen Sensor 1-2	2-5	14-A6
Heated Oxygen Sensor 2-1	8-2	6-D4
Heated Oxygen Sensor 2-2	8-2	14-A6
Heated Washer Jet LH	13-3	5-D3
Heated Washer Jet RH	13-3	5-D4
High Level Stop Lamp	13-7	15-B2
Hood Control Module (Volante Roof)	8-4	18-D4
Hood Motor (Volante Roof)	13-6	19-B6
Horn - LH	1-7	1-A3
Horn - RH	1-7	1-A3
Idle Speed Control Valve (Eng Sub-harness)	3-8	5-C3
Ignition Coil Pack (EDIS)	3-9	5-A5
Ignition Switch	14-5	9-D4
Indicator/Side Lamp - LH Front	14-2	1-C1
Indicator/Side Lamp - RH Front	14-2	1-A1
Inertia Switch	6-9	12-C5
Injector 1	13-2	5-B2
Injector 2	13-2	5-B2
Injector 3	13-2	5-B2
Injector 4	13-2	5-B3
Injector 5	13-2	5-B4
Injector 6	13-2	5-B4
Instrument Pack	13-5	9-A/B5/6
Instrument Panel Illumination Control	7-4	8-C5
Instrument Panel Illumination Dimmer Switch	13-8	9-C4
Interior Light - Rear LH	14-9	15-C3

Component Name	Component Location	Circuit Reference
Interior Light - Rear RH	14-6	16-A2
Key Solenoid	14-4	9-D3
Key-In Warning Switch	14-4	9-D3
Low Coolant Signal Transmitter	7-13	12-B2
Low Level Sensor (Screenwash)	14-3	3-A2
Map Reading Light	10-9	8-A4
Mass Airflow (MAF) Sensor	14-1	5-D2
Multifunction Module	6-1	12-B5
Number Plate Lamp - LH	14-8	16-D6
Number Plate Lamp - RH	14-7	16-C6
Oil Pressure Transducer (EOP)	15-3	5-C4
PATS Module	4-9	12-B1
PATS Transceiver	15-4	9-C2
Performance Mode Switch	6-8	4-A2
Powertrain Control Module (PCM)	4-1	6-B5
Purge Cannister Vent Valve	15-7	15-B3
Radiator Switch	15-2	5-D1
Radio	5-1	10-B3
Radio Aerial	5-4	16-C2
Radio Telephone Connector	8-3	16-B5
Radio Tweeter (LH)	5-2	8-A3
Radio Tweeter (RH)	5-2	12-C2
Rear Lamp - LH	15-8	15-B6
Rear Lamp - RH	15-6	16-D2
Relay - Air Conditioning	(see relay location chart)	3-A4
Relay - Air Conditioning W.O.T.	(" " " ")	3-A5
Relay - Air Pump	(" " " ")	1-A5
Relay - Auxiliary Load	(" " " ")	9-D1
Relay - Auxiliary Load	(" " " ")	12-D1
Relay - Courtesy Lights	(" " " ")	9-D1
Relay - Clutch	(" " " ")	1-B5
Relay - Day Time Running	(" " " ")	1-A6
Relay - Drivers Seat Heater	(" " " ")	23-D3
Relay - Fan Change-Over	(" " " ")	3-C4
Relay - Fan Run On	(" " " ")	3-A3
Relay - Front Fog Lamps	(" " " ")	1-B5
Relay - Fuel Pump 1	(" " " ")	17-A2
Relay - Fuel Pump 2	(" " " ")	17-A4
Relay - Gearbox Failure Warning	(" " " ")	9-D2
Relay - Glass Drop	(" " " ")	12-C1
Relay - Hazard Unit	(" " " ")	8-C3
Relay - Headlamp Dipped Beam	(" " " ")	2-A2
Relay - Headlamps	(" " " ")	2-B2
Relay - Heated Front Screen Control	(" " " ")	12-D3
Relay - Heated Rear Window	(" " " ")	8-C4
Relay - Hood Down (Roof Down)	(" " " ")	19-A2
Relay - Hood Up (Roof Up)	(" " " ")	19-A3
Relay - Horn	(" " " ")	1-B5
Relay - Indicator Unit (Flasher Unit)	(" " " ")	8-C3
Relay - Left Quarter Light Up	(" " " ")	18-A5
Relay - Left Quarter Light Down	(" " " ")	18-A5
Relay - Load	(" " " ")	12-D1
Relay - Main	(" " " ")	12-D2
Relay - Main Beam	(" " " ")	2-B3
Relay - Passenger Seat Heater	(" " " ")	24-D3

Component Name	Component Location	Circuit Reference
Relay - Rear Fog Lamps	(see relay location chart)	8-C4
Relay - Reverse Lamps	(" " " ")	17-A2
Relay - Right Quarter Light Up	(" " " ")	19-A4
Relay - Right Quarter Light Down	(" " " ")	19-A5
Relay - Sidelights	(" " " ")	2-A1
Relay - Starter Solenoid	(" " " ")	2-A3
Relay - Stop Lamps	(" " " ")	17-A1
Relay - Tilt Sensor	(" " " ")	17-A4
Reversing Light Switch	7-7	7-C5
Screen Wash Pump	15-1	3-A2
Seat Belt Stalk	15-9	26-A3
Seat Belt Pretensioner Control Module	4-4	14-A4
Seat Belt Pretensioner Squib	15-5	14-B4
Seat ECU - Driver	4-6	23-A1
Seat ECU - Passenger	4-6	24-A1
Seat Fore/Aft Motor Potentiometer	15-10	26-C2
Seat Heater Cushion Element	7-11	26-A2
Seat Heaters - Driver	7-11	23-A4
Seat Heaters - Passenger	7-11	24-A4
Seat Lumbar Support Pump	16-4	26-D2
Seat Pressure Pad	7-10	26-D3
Seat Recline Motor Potentiometer	15-10	26-B1
Seat Switch Pack - Driver	7-3	23-B1
Seat Switch Pack - Passenger	7-3	24-B1
Security System Aerial	16-10	16-B2
Security System ECU	4-5	17-B6
Side Marker Lamp - LH Front	16-1	1-C2
Side Marker Lamp - RH Front	16-2	1-B2
Side Marker Lamp - LH Rear	16-6	15-C4
Side Marker Lamp - RH Rear	16-8	24-D4
Side Repeater Lamp LH	13-1	2-C5
Side Repeater Lamp RH	13-4	3-D5
Speaker - Drivers Door	5-3	21-C5
Speaker - Passengers Door	5-3	22-C5
Speaker - Rear LH	5-6	15-C1
Speaker - Rear RH	5-6	16-B1
Starter Motor Solenoid	3-10	2-A5
Throttle Potentiometer (Eng Sub-harness)	3-7	5-C3
Tilt Sensor	7-9	14-C4
Transmission Connector	16-5	7-A4
Transmission Control Module (TCM)	4-7	4-B5
Transmission Input Speed Sensor	17-7	7-B2
Transmission Output Speed Sensor	17-7	7-B3
Tyre Compressor Socket	17-5	17-C5
Vapour Management Valve	15-7	16-A3
Vehicle Speed Sensor (VSS)	8-5	15-B3
Window ECU - Drivers Side	6-3	21-C3
Window ECU - Passengers Side	6-3	22-C3
Window Lift - Left Quarter Light (Volante)	17-4	15-A1
Window Lift Thermal Breaker	6-4	12-C1
Window Switch LH	17-1	13-C2
Window Switch RH	17-3	13-A2
Wiper Logic Module	7-2	11-B5
Wiper Motor	17-2	6-A1

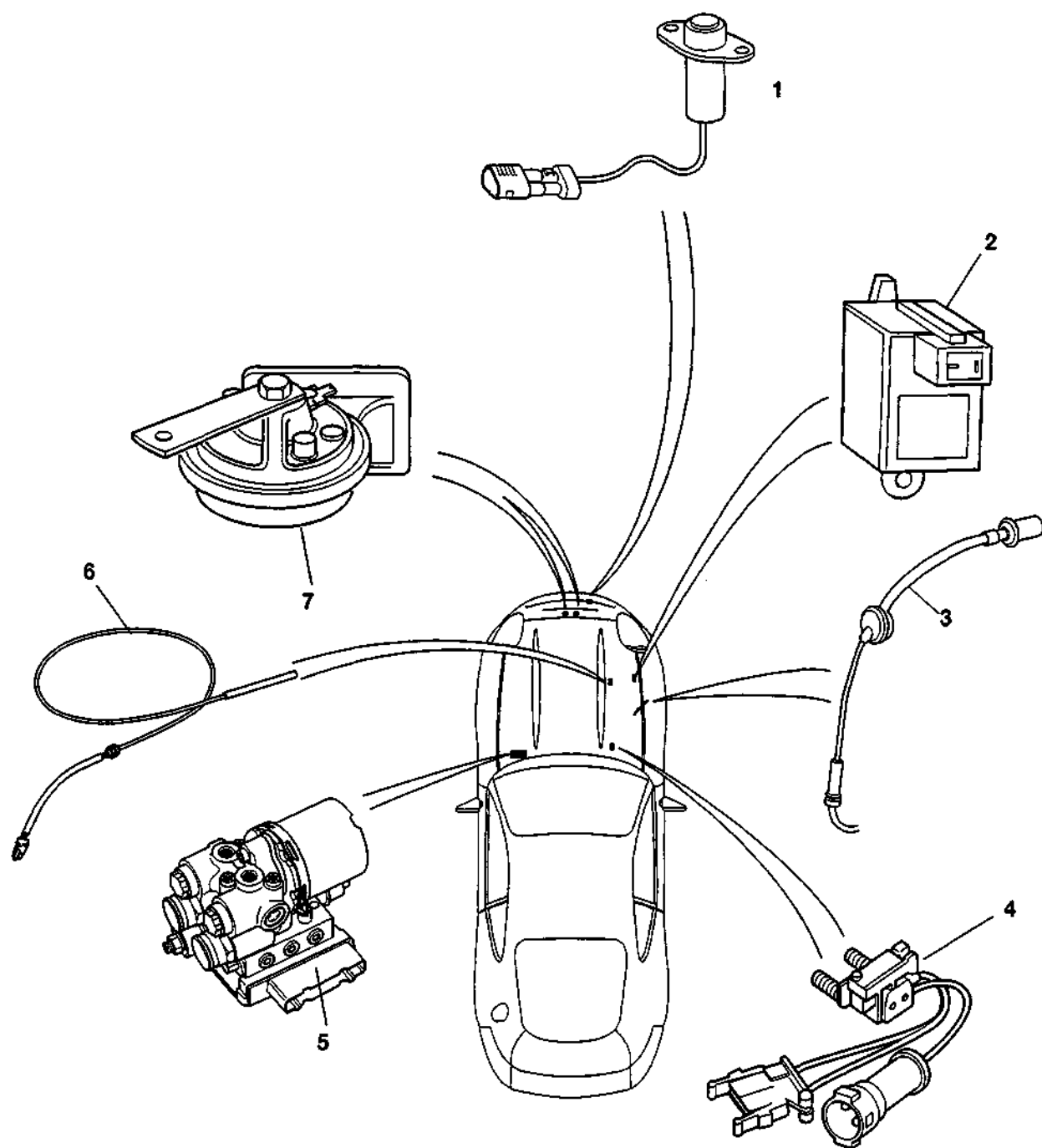


Figure 1

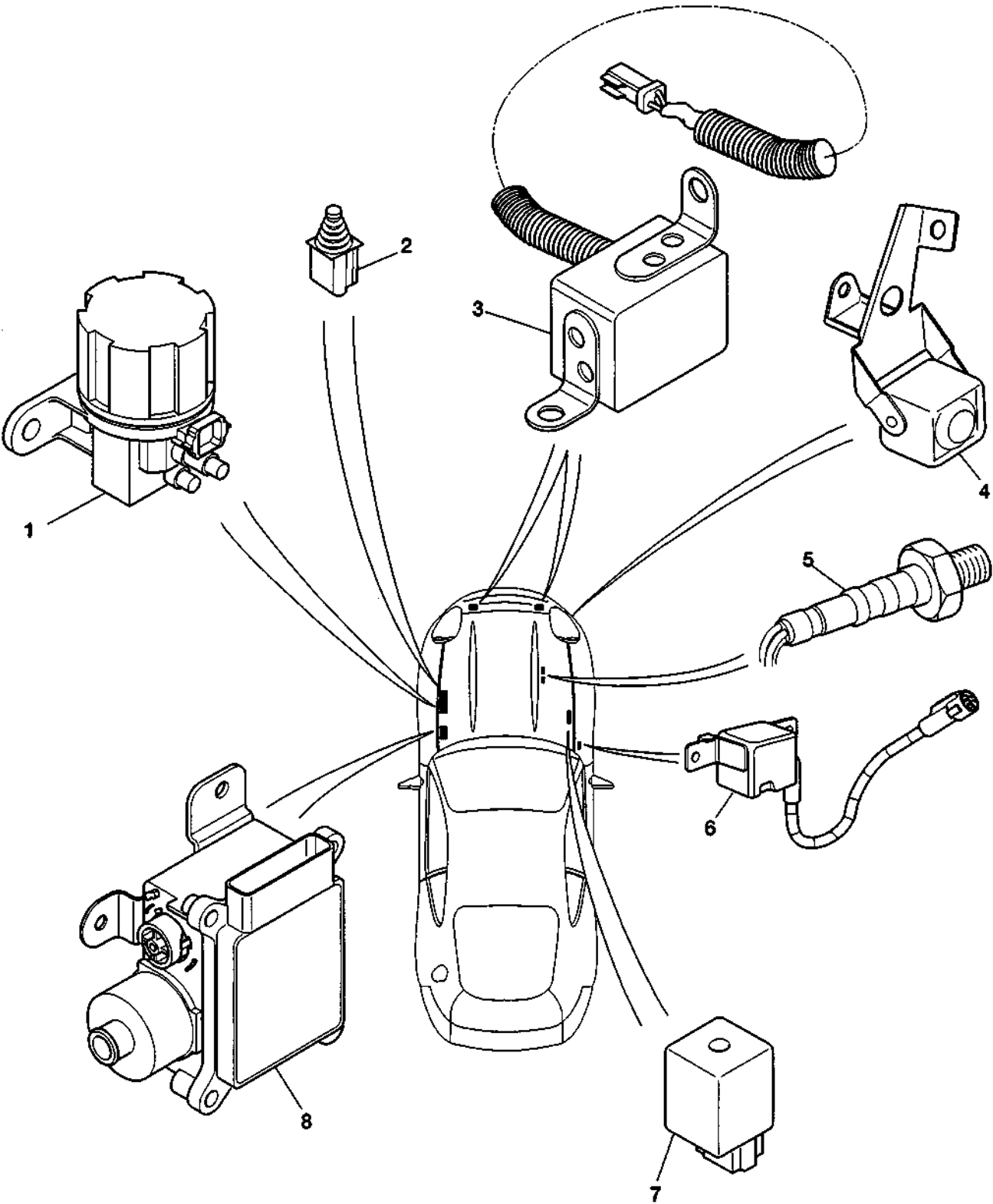


Figure 2

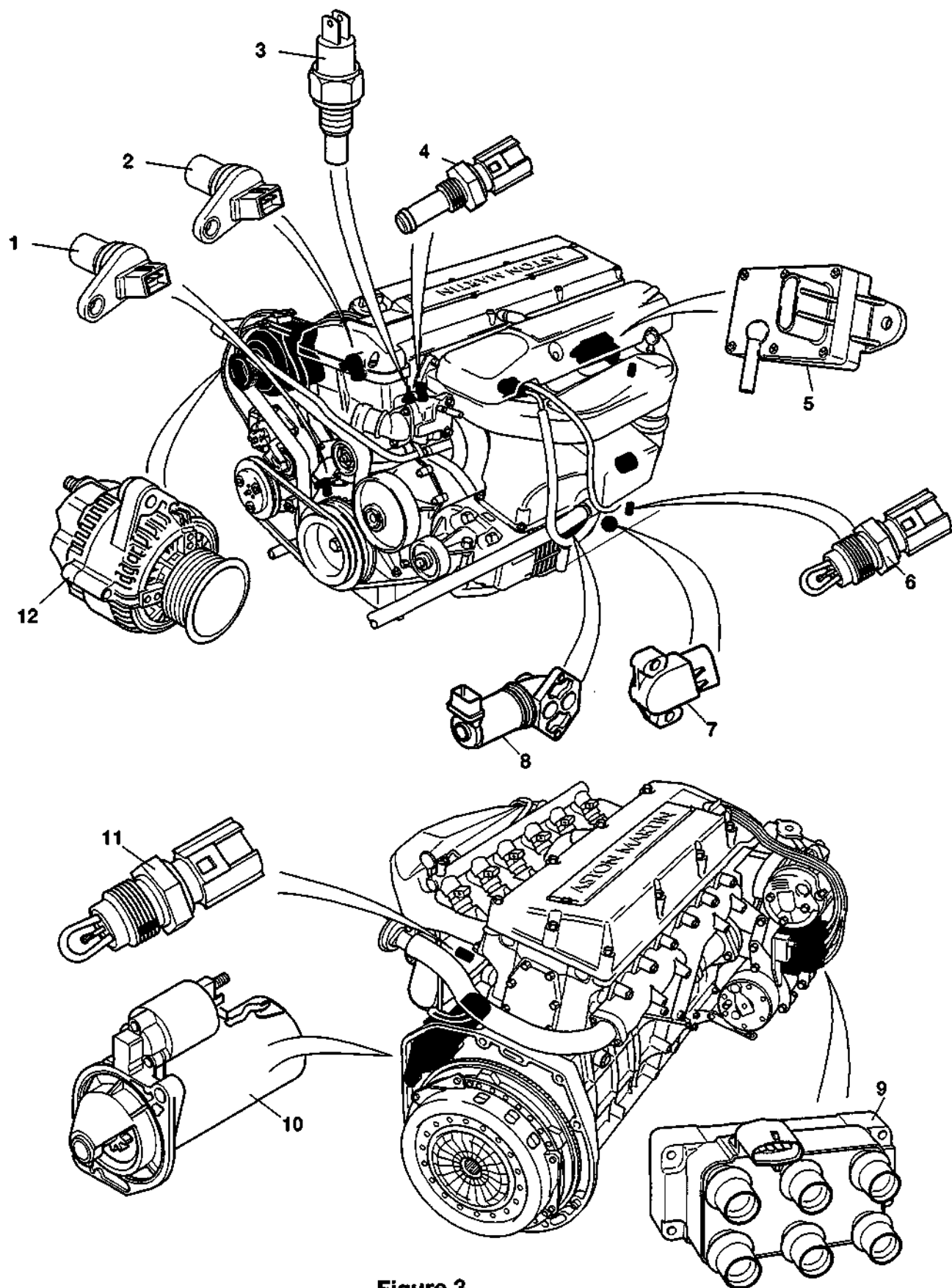


Figure 3

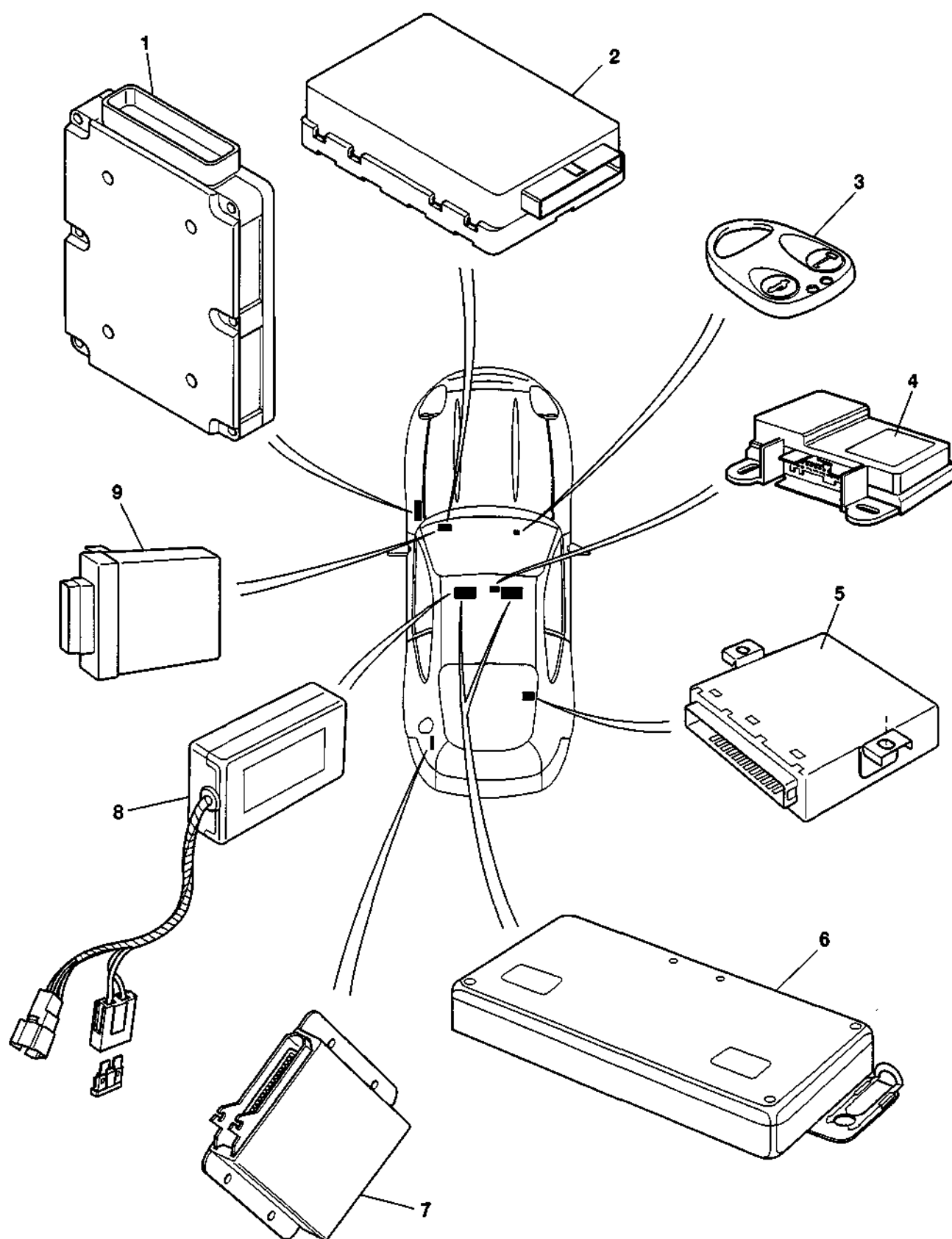


Figure 4

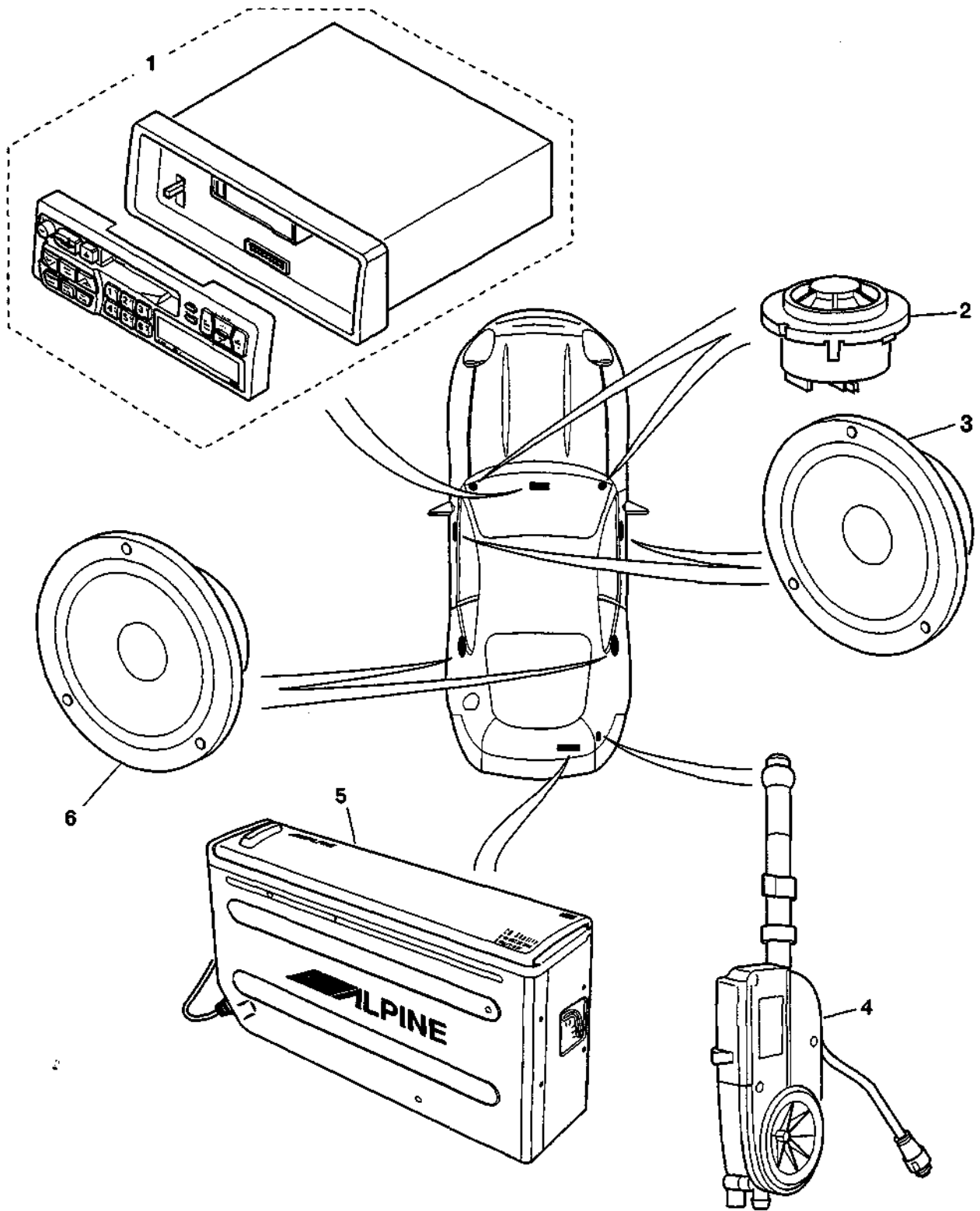


Figure 5

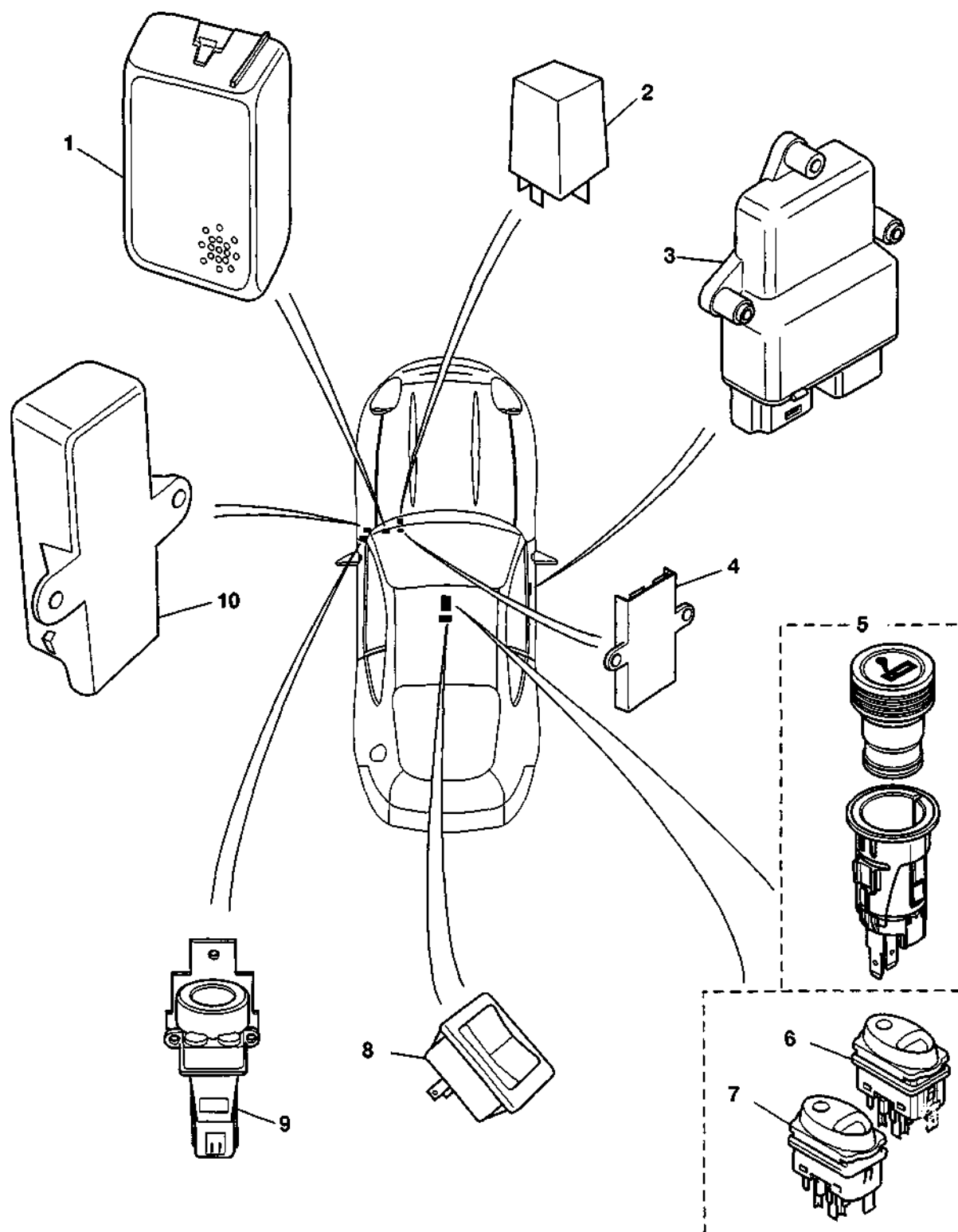


Figure 6

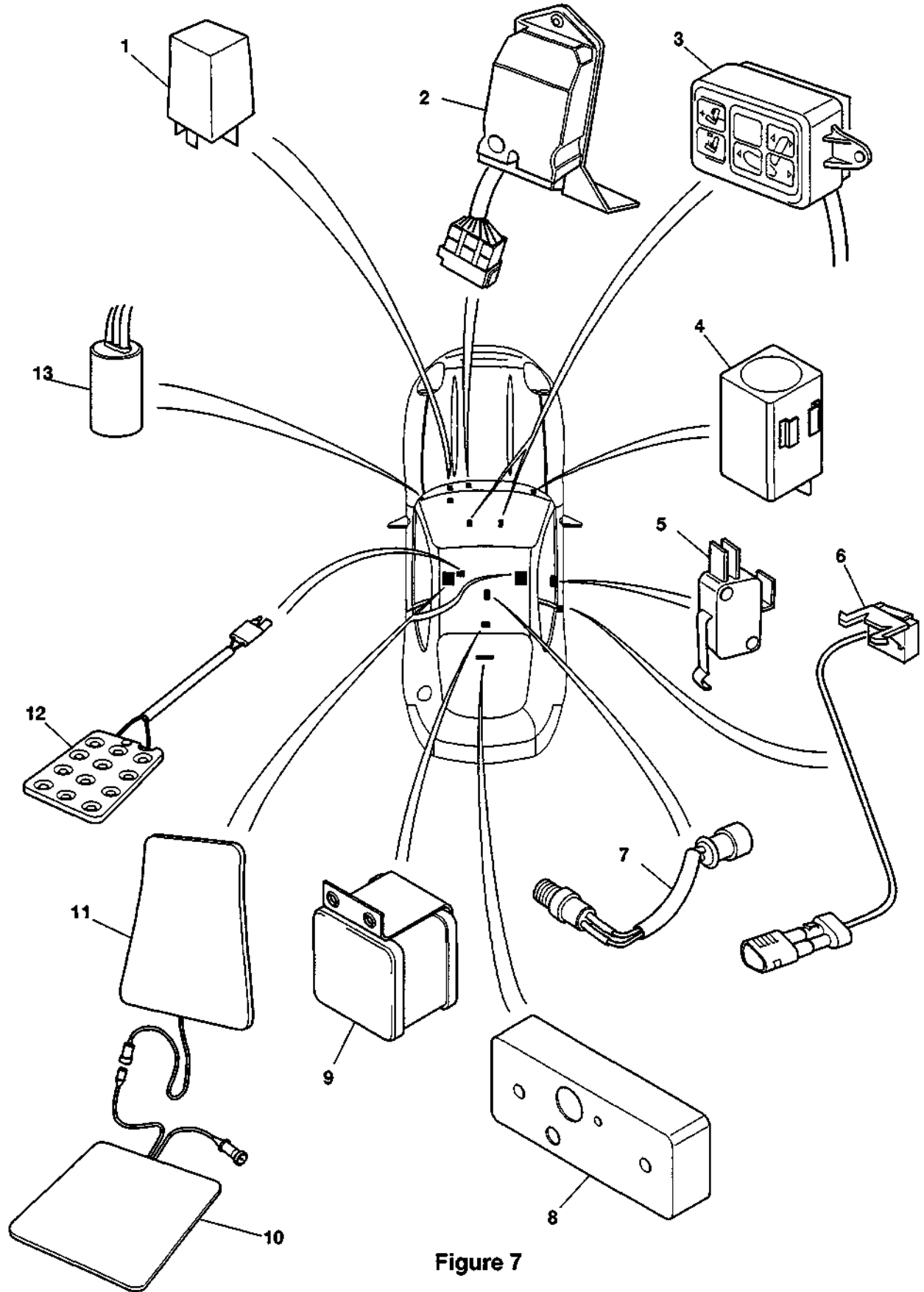


Figure 7

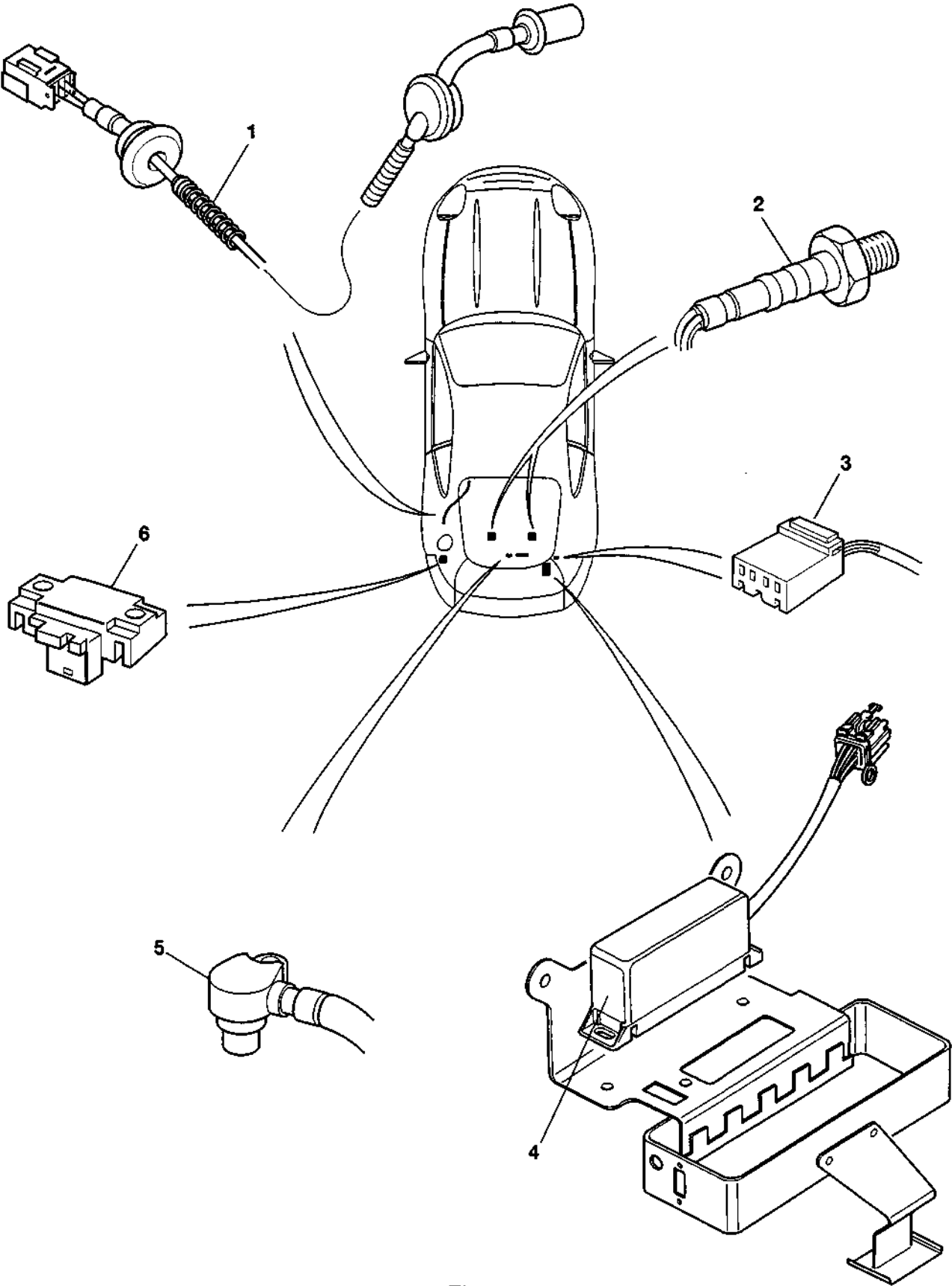


Figure 8

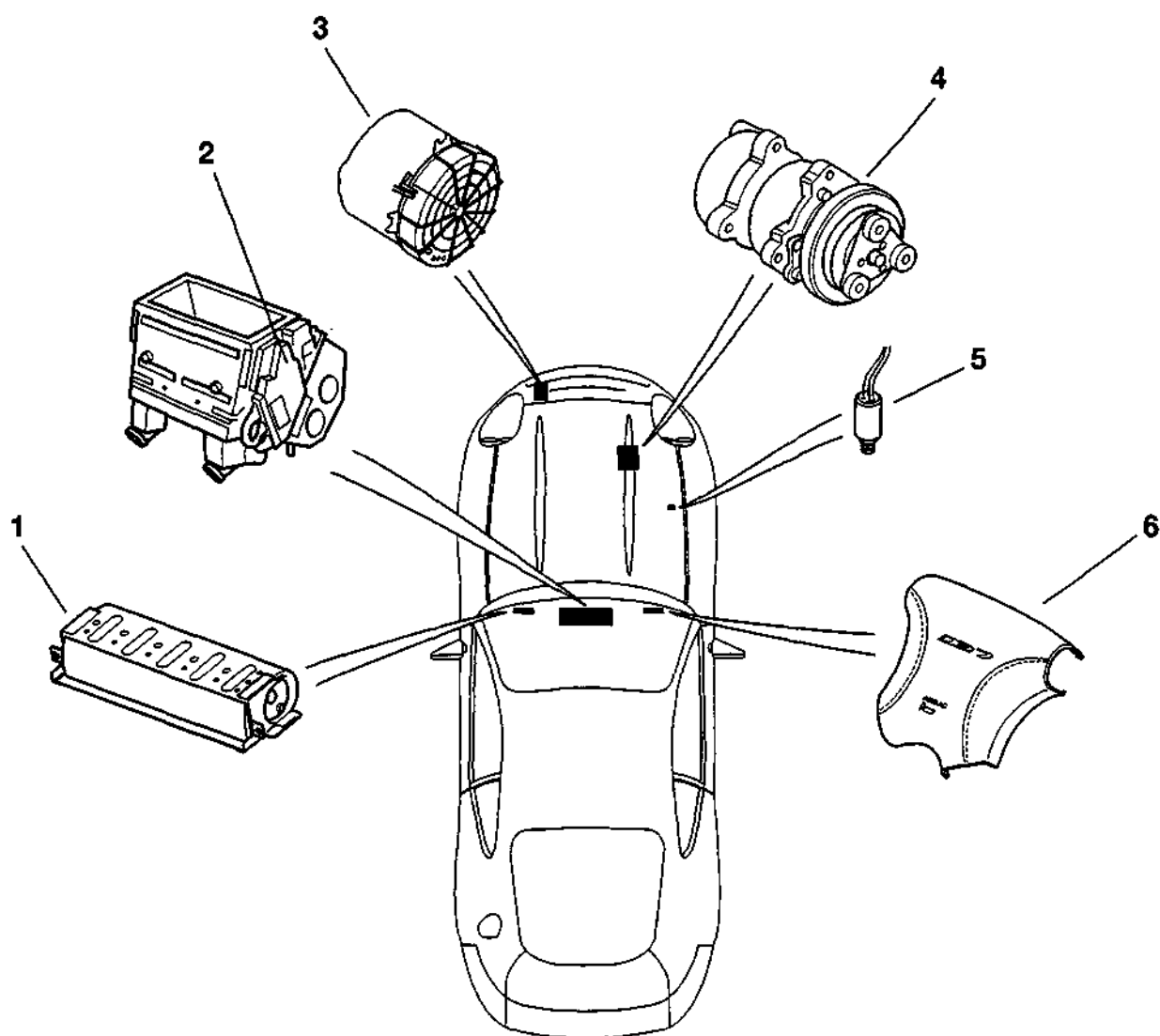


Figure 9

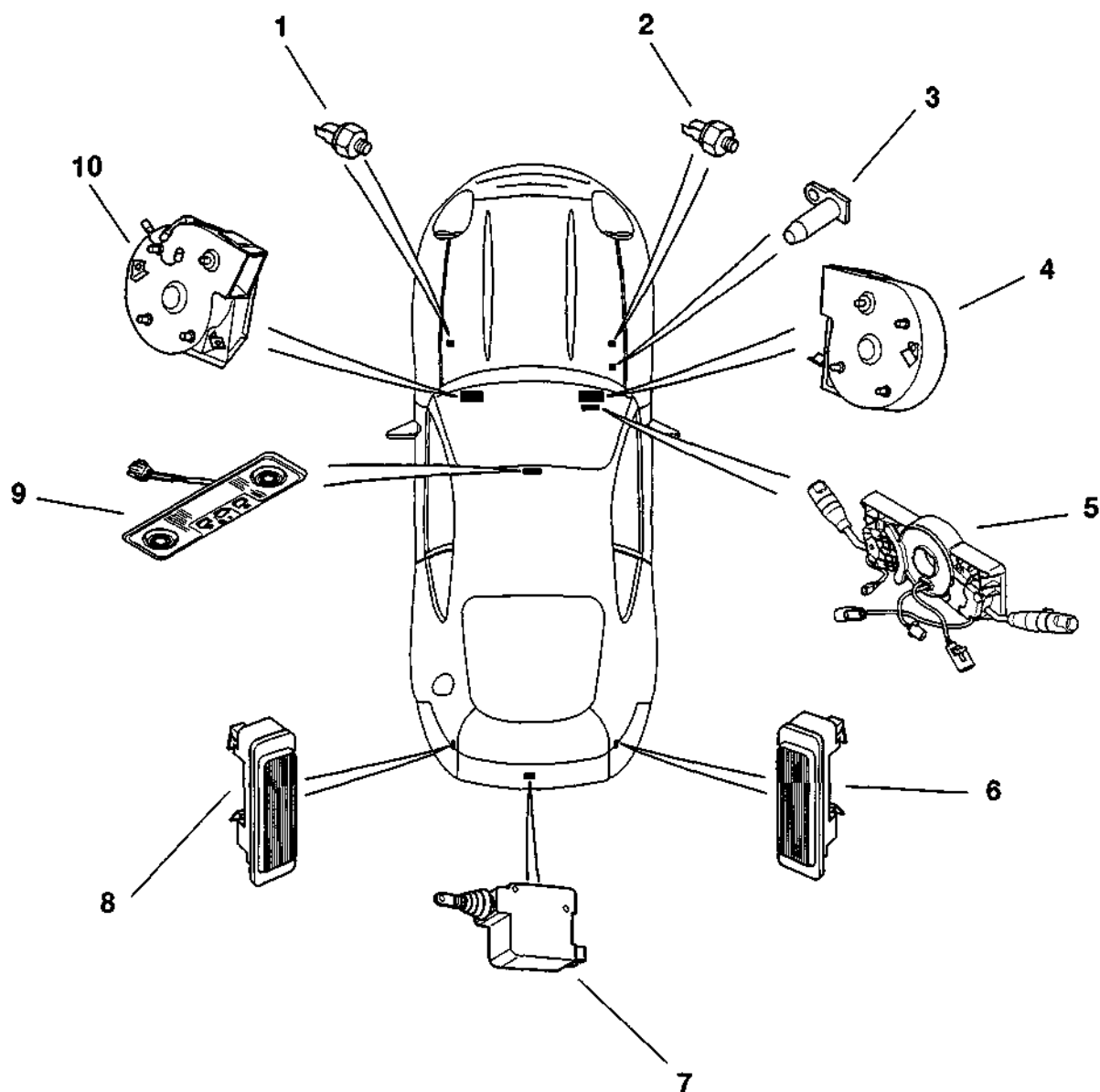


Figure 10

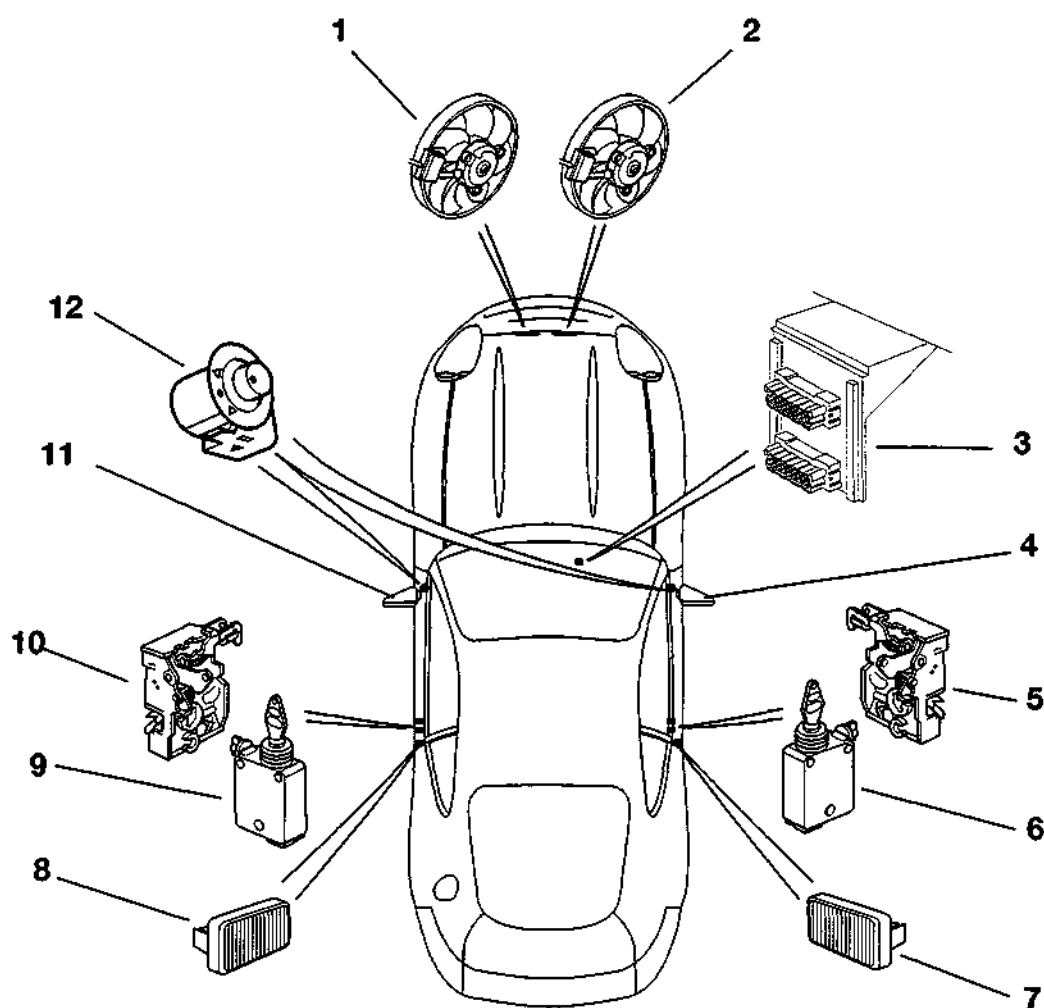


Figure 11

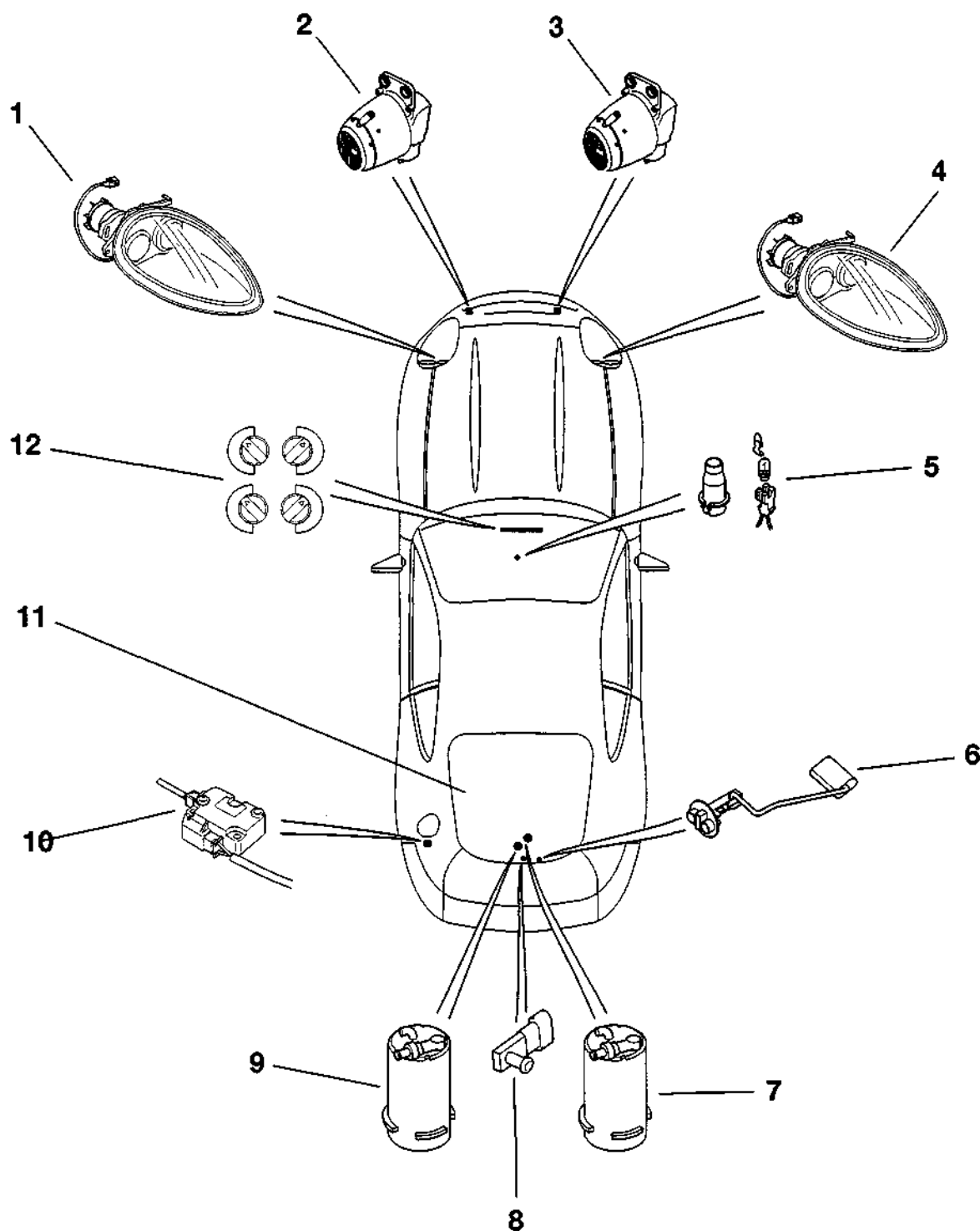


Figure 12

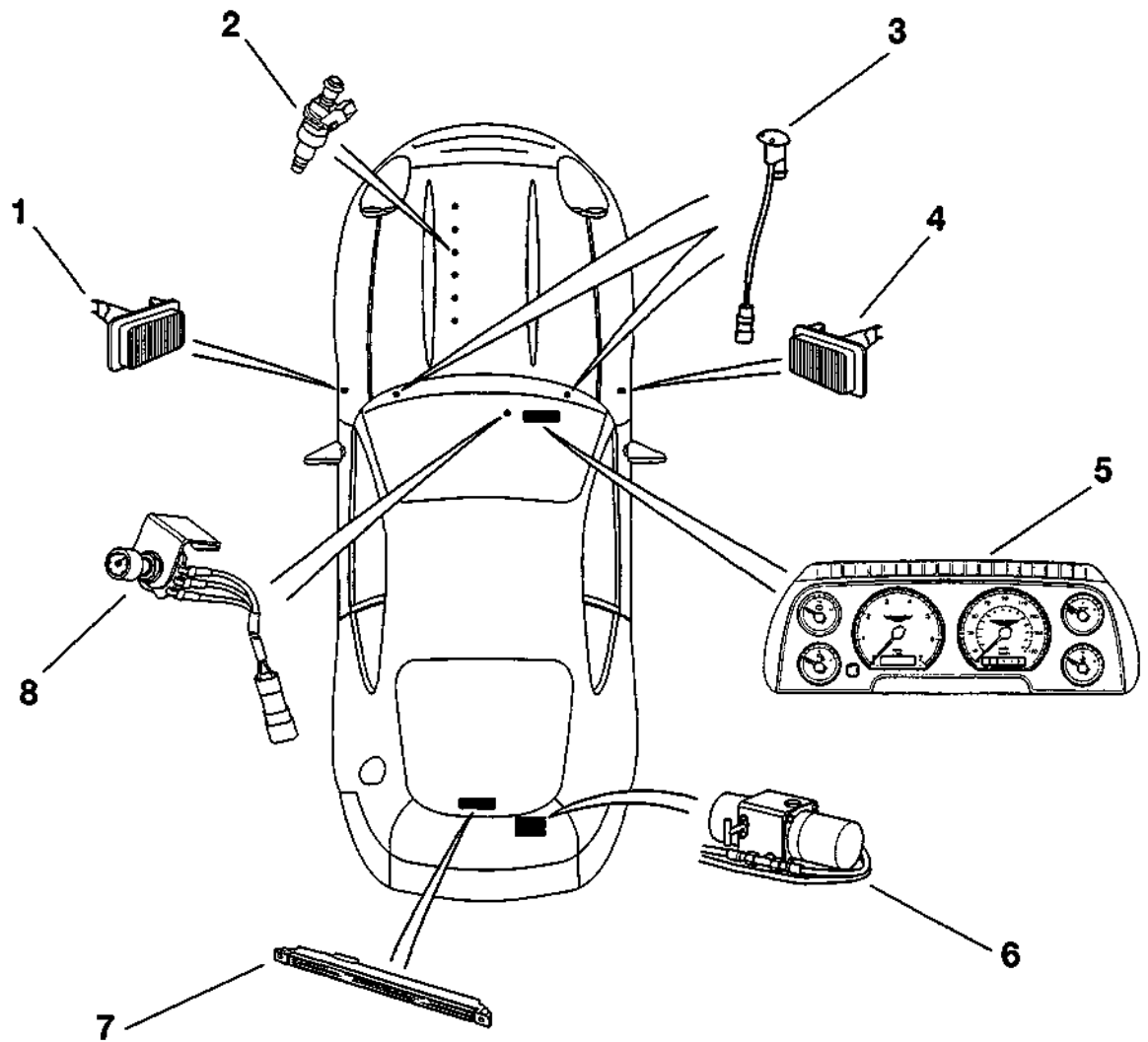


Figure 13

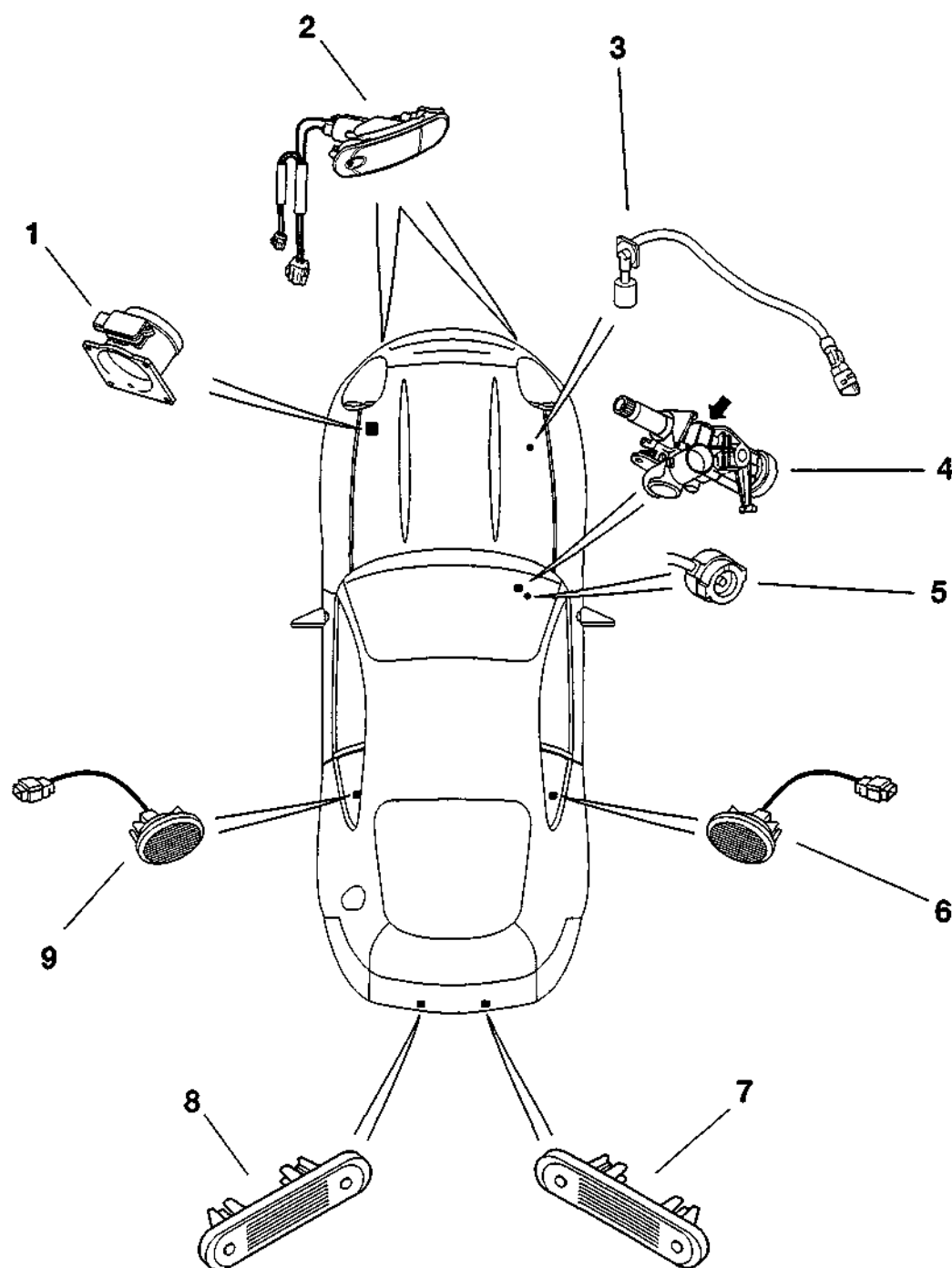


Figure 14

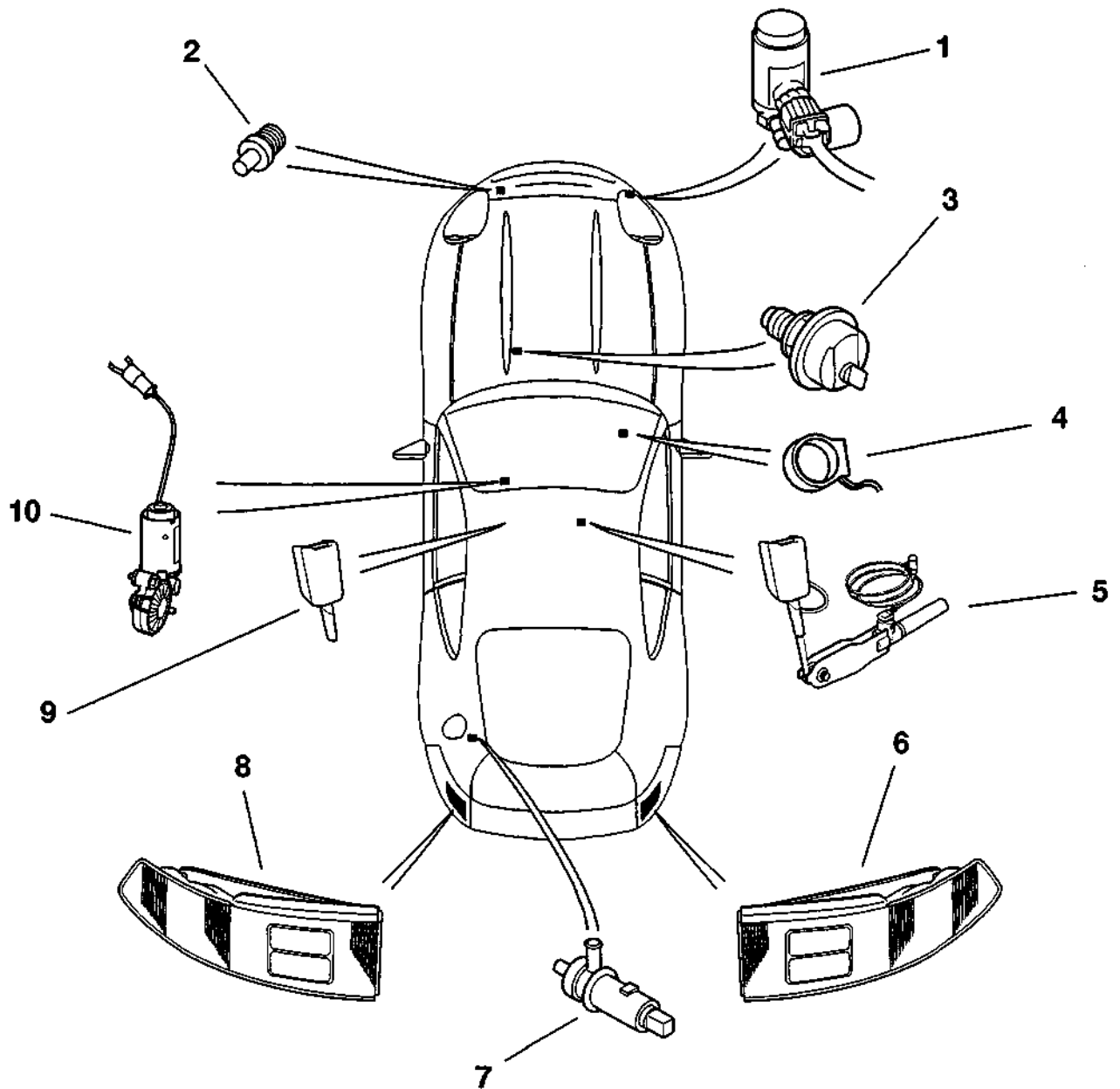


Figure 15

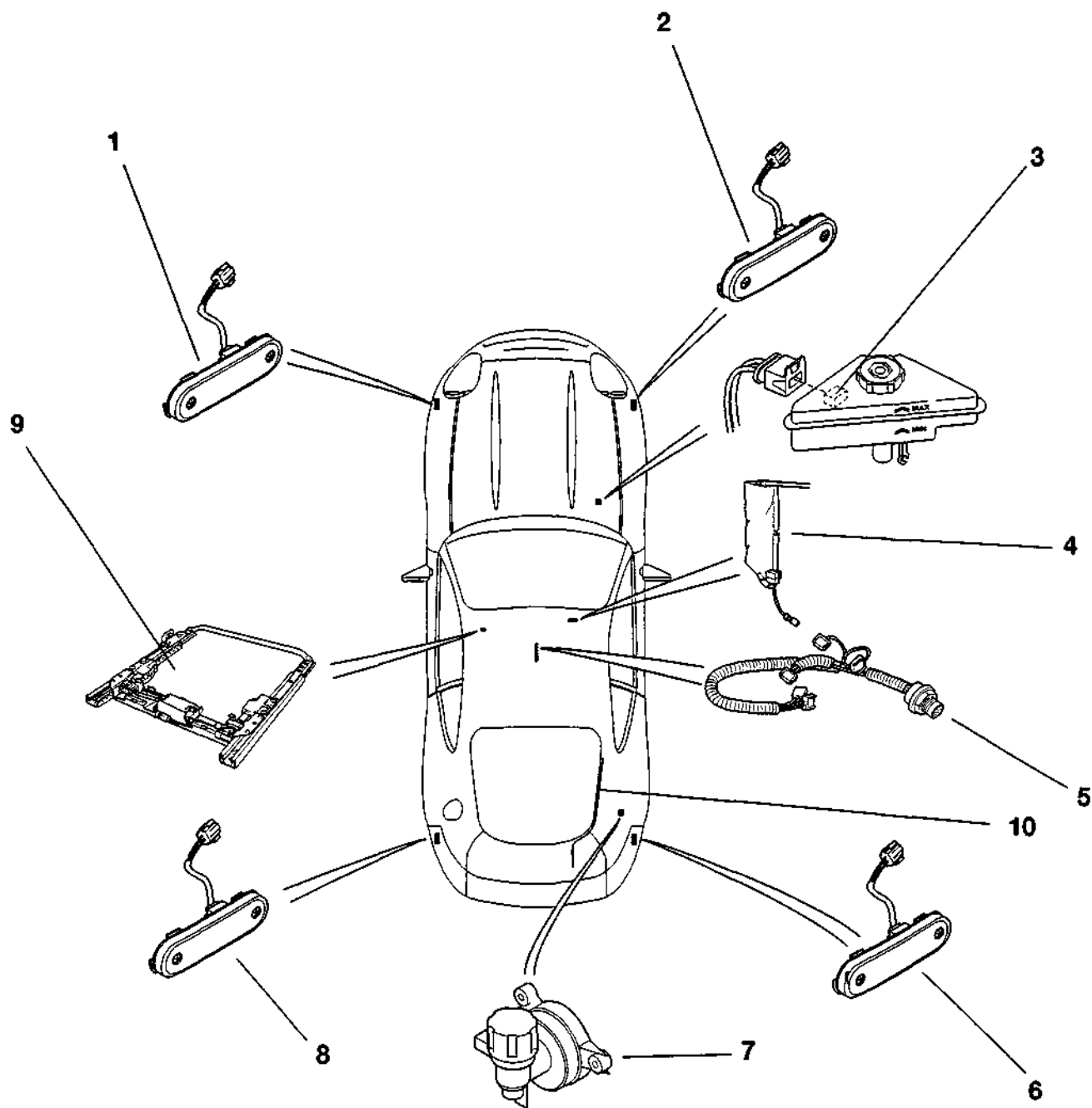


Figure 16

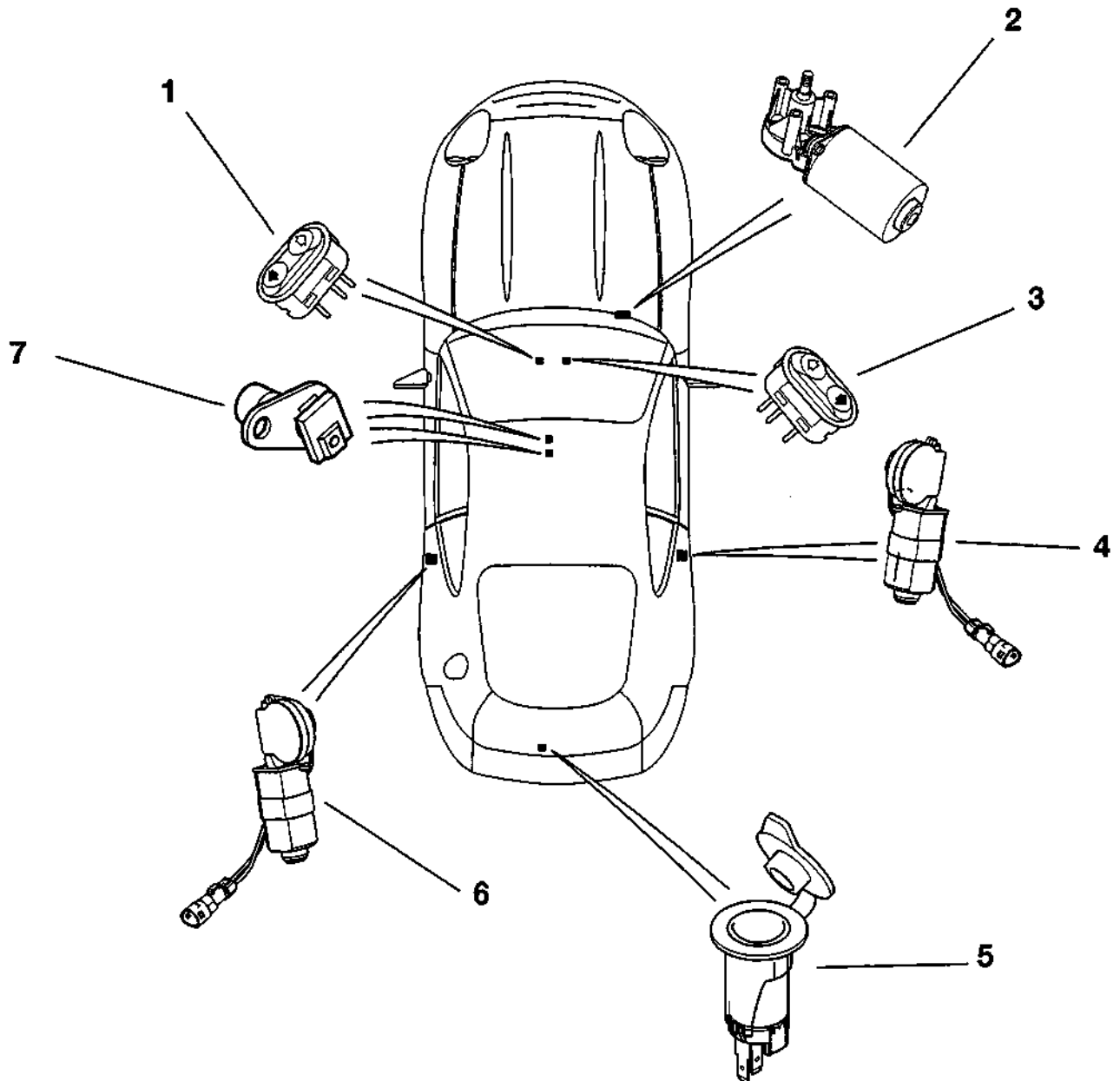


Figure 17

Relay Locations

Left Forward

Engine Bay LH Side (from front to rear)

Function	Base Colour	Relay/Module Cover.	Location
Front Fog Lights	Brown	Blue	1
Cruise Control Clutch Switch(Man)	Purple	Pink	2
Air Pump	Yellow	Blue	3
Horn	Red	Blue	4
Daytime Running Lights	Blue	Blue	5
Side Lights	Green	Pink	6
Headlamps	Blue	Blue	7
Dip Beam	Black	Blue	8
Main Beam	White	Blue	9
Starter	Yellow	Blue	10
Left Forward Fusebox			11

Right Forward

Engine Bay LH Side (from front to rear)

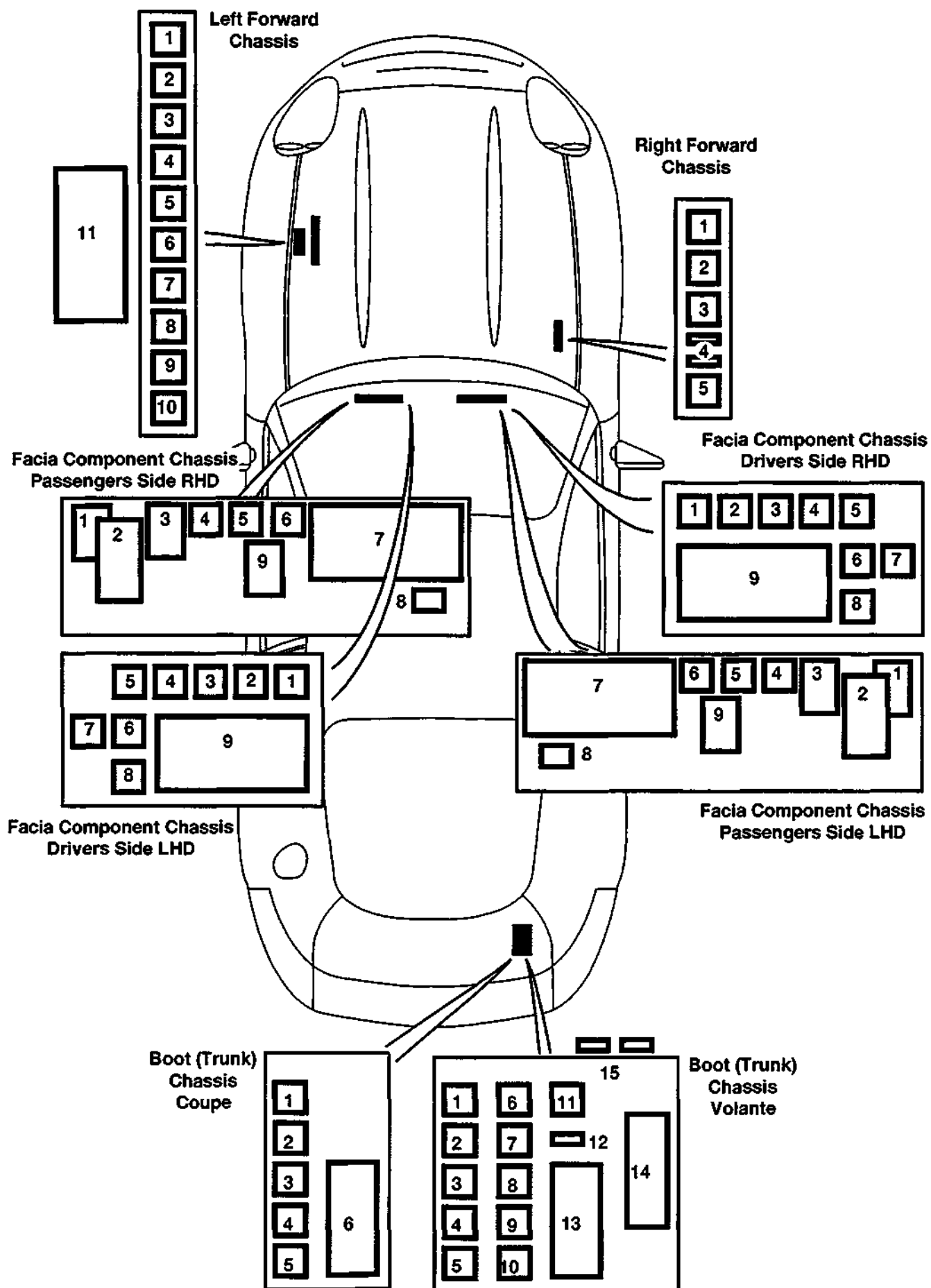
Function	Base Colour	Relay/Module Cover.	Location
Air Con (WOT)	Blue	Pink	1
Fan Run-On	Yellow	Pink	2
Air Con	Green	Blue	3
Cooling Fan Fuses (30A x 2)	Black	Green Maxi Fuse	4
Fan Timer Control Unit	Black	Cream	5

Facia Component Panel - RHD Passenger Side - Left to Right

Function	Base Colour	Relay/Module Cover.	Location
Heated Front Screen Timer Relay	Yellow	Grey	1
Multi-Function Module	Black	Black	2
Low Coolant Transmitter Module	Black	Black	3
Main Relay (Red Stripe)	Red	Silver	4
Auxiliary Load	White	Blue	5
Auxiliary Load	Black	Blue	6
Fusebox			7
Heated Front Screen Fuse 40A	Black	Orange Maxi Fuse	8
Door drop glass thermal cut-out	White	Black	9

Fascia Component Panel - RHD Drivers Side - Left to Right

Function	Base Colour	Relay/Module Cover.	Location
Gearbox Failure Warning	Black	Pink	1
Ignition Load	White	Blue	2
Courtesy Lights	Red	Blue	3
Indicator/Flasher Unit	Yellow	Black	4
Hazard Warning	Blue	Black	5
Heated Rear Window	Blue	Blue	6
Rear Fog Light	Brown	Blue	7
Dimmer Module	Black	Red	8
Fusebox		Black	9



Facia Component Panel - LHD Passenger Side - Right to Left

Function	Base Colour	Relay/Module Cover.	Location
Heated Front Screen Timer Relay	Yellow	Grey	1
Multi-Function Module	Black	Black	2
Low Coolant Transmitter Module	Black	Black	3
Main Relay (Red Stripe)	Red	Silver	4
Auxiliary Load	White	Blue	5
Auxiliary Load	Black	Blue	6
Fusebox			7
Heated Front Screen Fuse	Black	Orange Fuse	8
Otter Switch (door drop glass)	White	Black	9

Fascia Component Panel - LHD Drivers Side - Right to Left

Function	Base Colour	Relay/Module Cover.	Location
Gearbox Failure Warning	Black	Pink	1
Ignition Load	White	Blue	2
Courtesy Lights	Red	Blue	3
Indicator/Flasher Unit	Yellow	Black	4
Hazard Warning	Green	Black	5
Heated Rear Window	Blue	Blue	6
Rear Fog Light	Brown	Blue	7
Dimmer Module	Black	Red	8
Fusebox			9

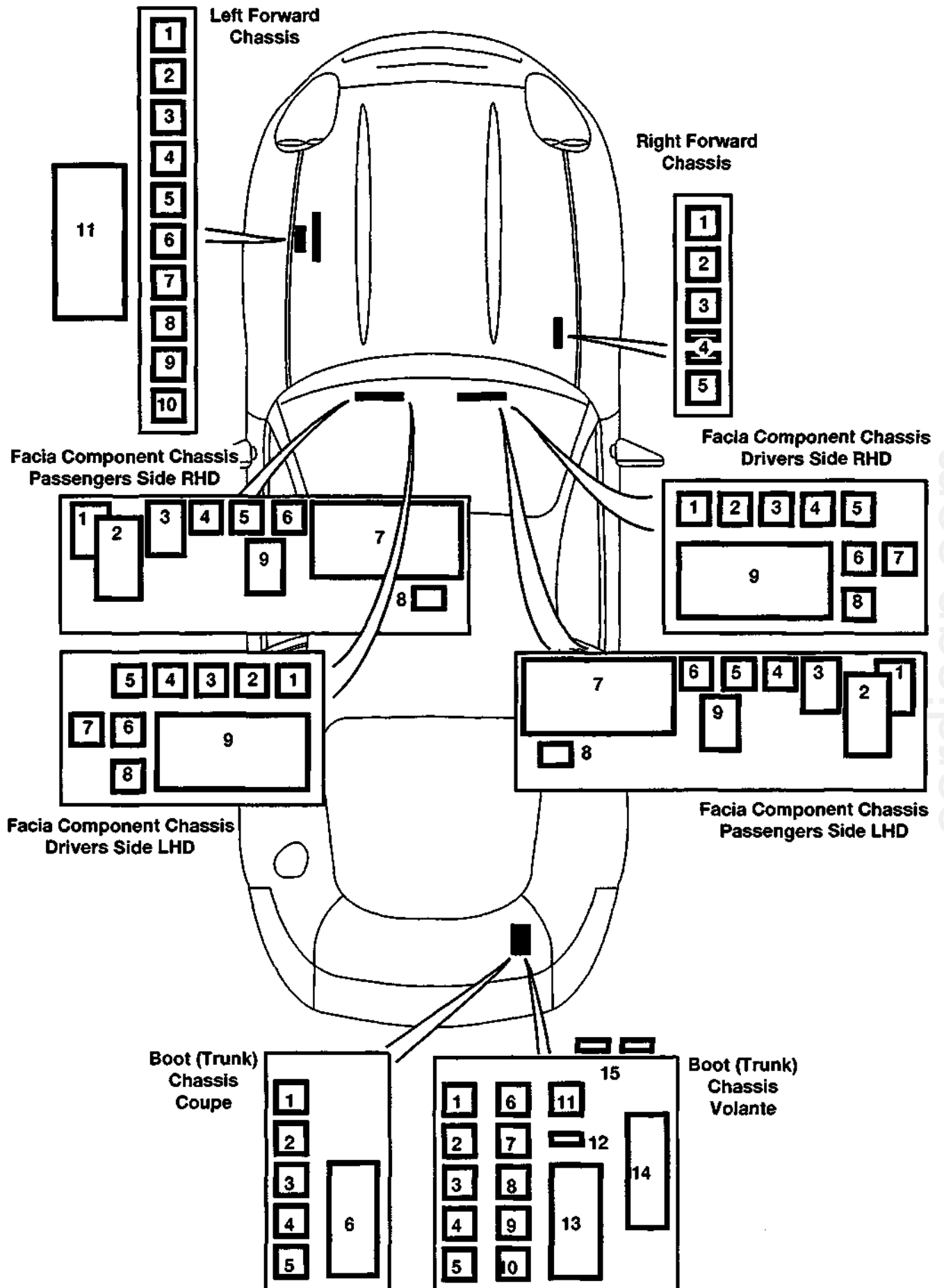
Seat Heater Relays - Beneath the Driver and Passenger Seats

Boot (Trunk) Relays Volante (Front To Rear)

Function	Base Colour	Relay/Module Cover.	Location
LH Quarter Up	White	Pink	1
LH Quarter Down	Yellow	Pink	2
Hood Down	Blue	Pink	3
Hood Up	Green	Pink	4
RH Quarter Down	Red	Pink	5
Reverse Lights	Yellow	Blue	6
Fuel Pump 1	Blue	Silver (Bosch)	7
Fuel Pump 2	Green	Silver (Bosch)	8
Tilt Sensor	White	Pink	9
RH Quarter Up	Black	Pink	10
Stop Lights	Brown	Blue	11
Hood Lift Fuse	Black	Green 30A	12
Fusebox			13
Hood (Roof) Control Module			14
Thermal Cut-Outs Quarter Glasses		Black	15

Boot (Trunk) Relays Coupe (Front To Rear)

Function	Base Colour	Relay/Module Cover.	Location
Stop Lights	Brown	Blue	1
Reverse Lights	Yellow	Blue	2
Fuel Pump 1	Blue	Silver (Bosch)	3
Fuel Pump 2	Green	Silver (Bosch)	4
Tilt Sensor	White	Pink	5
Fusebox			6



Sheet 1 Splices

Splice No **Wire Colour**
Wire No **Destination**

SPL 1 Red/Green

9 1 - B3
14 1 - A1
101 2 - C6

SPL 2 Black

4 1 - B3
5 1 - A2
8 1 - B3
10 1 - A2
15 1 - A1
17 1 - A1
26 1 - C2

SPL 3 Purple/Yellow

39 1 - A3
41 1 - A3
60 1 - B5

SPL 4 Black

11 1 - A2
19 1 - C1
22 1 - C1
27 1 - C2
31 1 - D2
40 1 - A3
42 1 - A4

SPL 5 Red/Slate

21 1 - C1
28 1 - C2
99 1 - C6

SPL 6

18 1 - A1
20 1 - C1
48 1 - A4
130 2 - C6

Red/Yellow

SPL 7

24 1 - C2
25 1 - C2
56 1 - A5
135 2 - C6

Green/Yellow

SPL 8

29 1 - D2
43 1 - C5
46 1 - A4
62 1 - A6
75 2 - C6
79 2 - C6
116 2 - C6

Black

Sheet 2 Splices

Splice No Wire Colour
Wire No Destination

SPL 9 White/Green

70 2 - B2
72 2 - B2
95 2 - D3
59 1 - B5

SPL 10 Blue/Red

77 2 - A2
102 2 - D3
103 2 - D3

SPL 11 Blue

76 2 - A2
87 2 - C2 White/Blue
89 2 - C3 White/Blue

SPL 12 White/Brown

63 1 - C1
69 2 - C1
91 2 - C3

SPL 13 Blue/White

81 2 - B2
96 2 - D3
97 2 - D3
134 2 - D6

SPL 14 Lt Green/Yellow

51 1 - C1
109 2 - D1
126 2 - A6
136 2 - D6

SPL 15 White/Blue

73 2 - B2
88 2 - C3
131 2 - C6 Blue
139 2 - D6

SPL 16 Brown/Blue

67 2 - A1
112 2 - D6
137 2 - A1

SPL 17 Red/Green

98 2 - D3
100 2 - D3
132 2 - C3 Red

SPL 18 White/Purple

90 2 - C3
94 2 - D3
108 2 - D1
110 2 - D1
133 2 - D6

SPL 19 Red

64 1 - C1
68 2 - A1
129 2 - B6
132 2 - C3

SPL 20 Brown

82 2 - A3
106 2 - C1
113 2 - D1
118 2 - B4

SPL 21 Brown

78 2 - A3
92 2 - C3
105 2 - C1
111 2 - D1
119 2 - B4

SPL 22 Brown

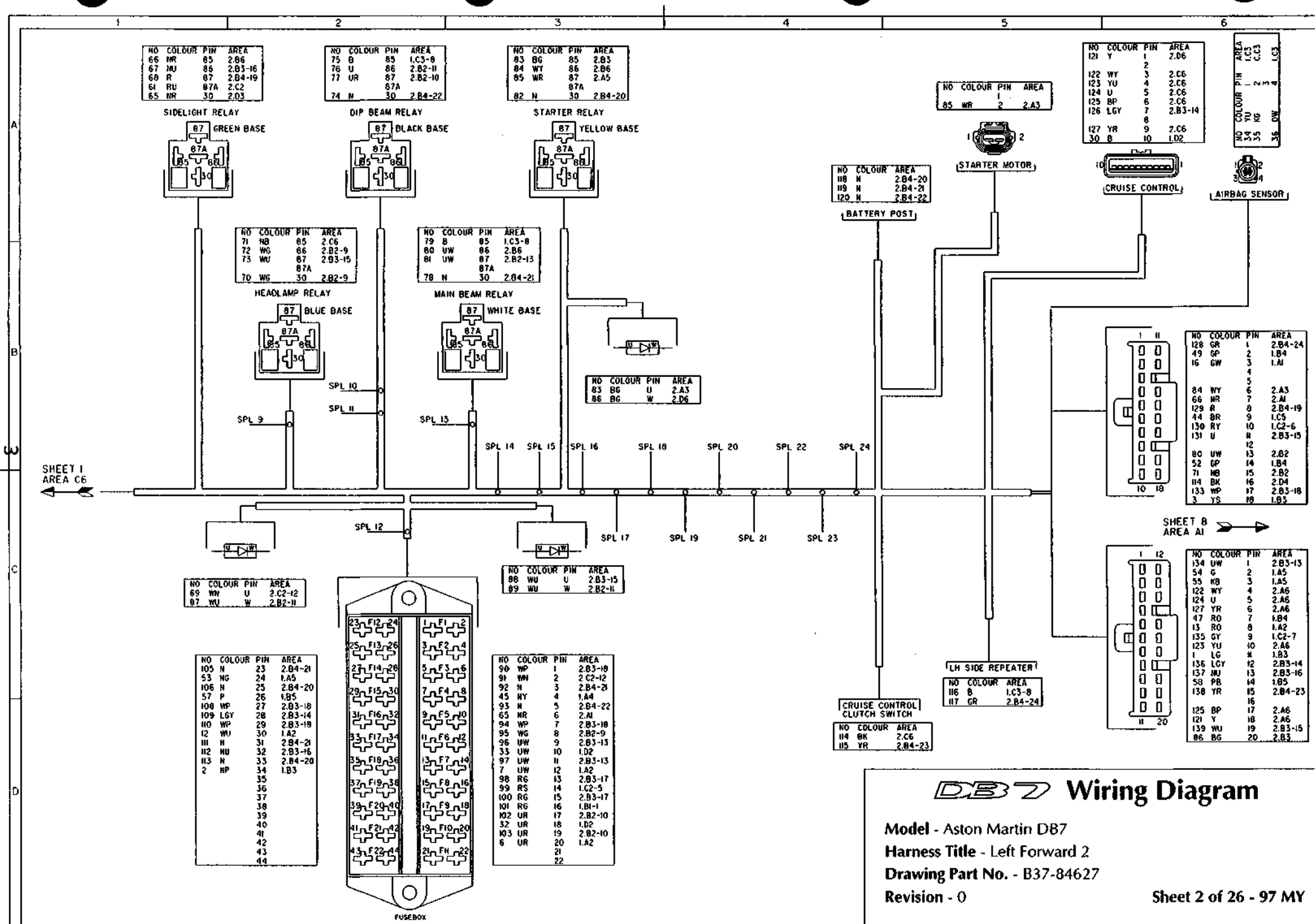
74 2 - A2
93 2 - C3
120 2 - B4

SPL 23 Yellow/Red

50 1 - C1
115 2 - D4
138 2 - B6

SPL 24 Green/Red

23 1 - B1
117 2 - D5
128 2 - B6



Sheet 3 Splices

Splice No Wire No	Wire Colour Destination
----------------------	----------------------------

SPL 25 Pink/Black

155	3 - A5
181	3 - D2
176	3 - D4
929	3 - A3

SPL 26 Blue

152	3 - A3
164	3 - D1
173	3 - D3

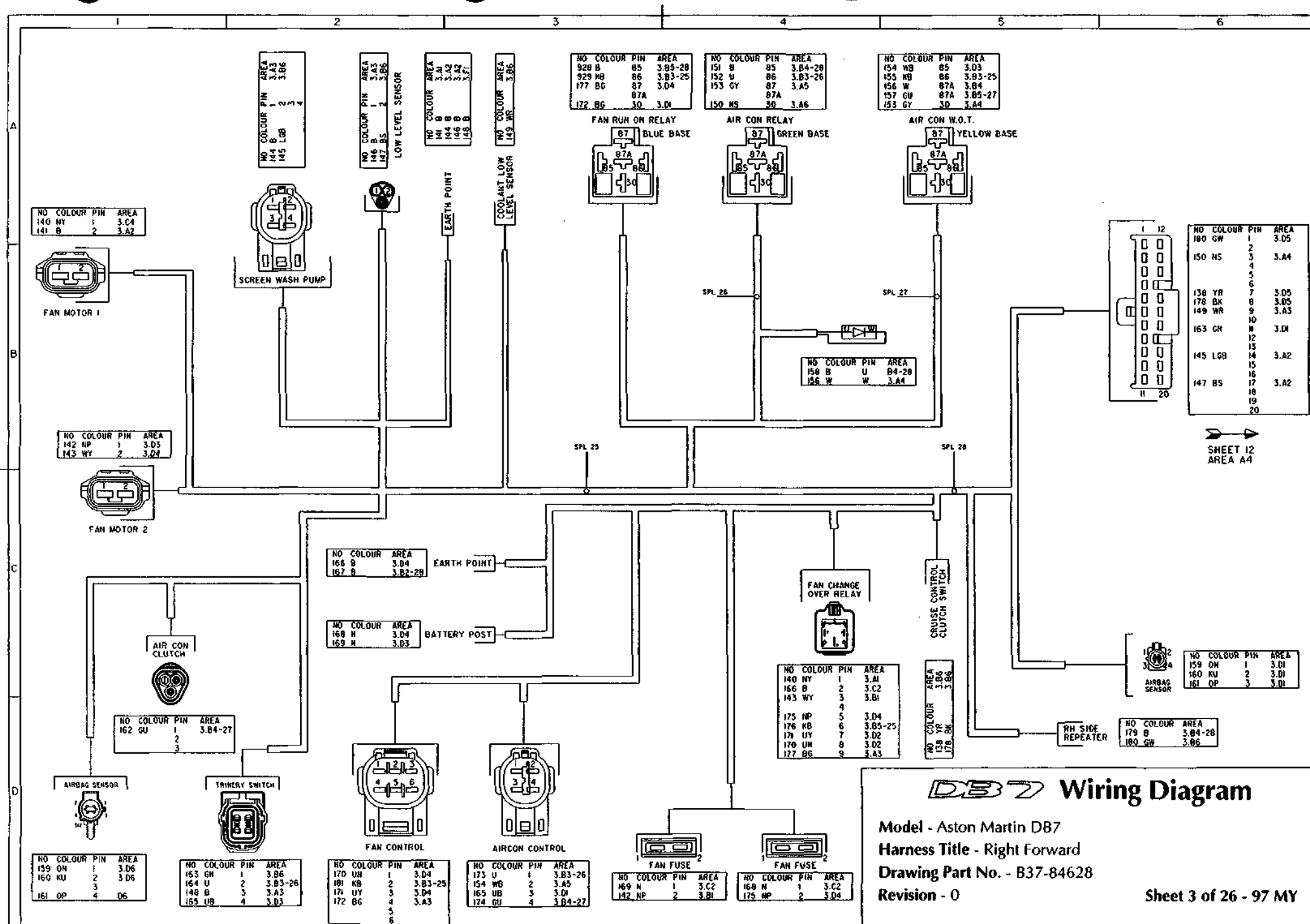
SPL 27 Green/Blue

157	3 - A4
162	3 - D1
174	3 - D3

SPL 28 Black

151	3 - A3
158	3 - B4
167	3 - C2
179	3 - D5
928	3 - A3

4



DB7 Wiring Diagram

Model - Aston Martin DB7

Harness Title - Right Forward

Drawing Part No. - B37-84628

Revision - 0

Sheet 3 of 26 - 97 MY

Shet 4 Splices

Splice No	Wire Colour
Wire No	Destination

SPL 29	Green/Blue
203	4 - A4
215	4 - D2
221	4 - B5

SPL 30	Black
186	4 - B1
202	4 - A2
220	4 - C5
222	4 - B5

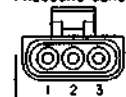
NO	COLOUR	PIN	AREA
200	RP	1	4.B6
201	RG	2	4.C5
197	BK	3	4.B1
202	B	4	4.B4-30
190	RK	5	BI
		6	

PERFORMANCE
MODE SWITCH



NO	COLOUR	PIN	AREA
203	GU	1	4.B3-29
204	GP	2	4.C5
205	WU	3	4.C5

BAROMETRIC
PRESSURE SENSOR

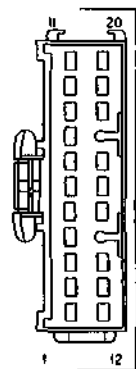


NO	COLOUR	PIN	AREA
207	OR	38	4.02
182	S	40	4.B1
191	GB	41	4.B1
206	DW	42	4.02
209	DP	43	4.02
196	KU	44	4.B1
184	O	45	4.B1
		46	

NO	COLOUR	PIN	AREA
210	OS	48	4.02
218	G	50	4.02
217	U	51	4.02
209	DB	52	4.02
193	KB	53	4.B1
222	B	54	4.B4-30
185	NR	55	4.B1

NO	COLOUR	PIN	AREA
212	OW	22	4.02
200	RP	23	4.A2
195	GP	24	4.B1
214	OY	25	4.02
		26	
		27	
		28	
192	W	29	4.B1
		30	
		31	
		32	
		33	
		34	
		35	
216	R	36	4.02
219	N	37	4.02

NO	COLOUR	PIN	AREA
182	S	1	4.B5
		2	
184	O	3	4.B5
185	NR	4	4.B5
186	B	5	4.B4-30
187	BU	6	4.B5
188	G	7	4.02
189	SP	8	4.B5
190	RK	9	4.A2
191	GB	10	4.B5
192	W	11	4.B6
193	KB	12	4.B5
194	YG	13	4.B5
195	GP	14	4.B6
196	KU	15	4.B5
197	BK	16	4.A2
198	RN	17	4.B5
199	K	18	4.B5
		19	
		20	



ENGINE HARNESS

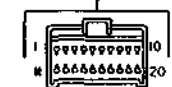
SPL 29

SPL 30

GEARBOX E.C.U

NO	COLOUR	PIN	AREA
198	RN	1	4.B1
21	OK	2	4.02
213	OU	4	4.02
201	RG	5	4.A2
220	B	6	4.B4-30
194	YG	7	4.B1
		8	
		9	
		10	

NO	COLOUR	PIN	AREA
187	BU	8	4.B1
189	SP	12	4.B1
		13	
221	GU	14	4.B3-29
204	GP	15	4.A4
199	K	16	4.B1
205	WU	17	4.A4
		18	
		19	



GEARBOX LINK HARNESS

NO	COLOUR	PIN	AREA
206	OW	1	4.B5
207	OR	2	4.B5
188	G	3	4.B1
208	DP	4	4.B5
209	DB	5	4.B5
210	OS	6	4.B5
211	OK	7	4.B5
212	OW	8	4.B6
213	OU	9	4.B6
214	OY	10	4.B6
215	GU	11	4.B3-29
216	R	12	4.B6
217	U	13	4.B5
218	G	14	4.B5
219	N	15	4.B6
		16	
		17	
		18	
		19	
		20	

SHEET 7
AREA AI

DB7 Wiring Diagram

Model - Aston Martin DB7

Harness Title - Auto Transmission

Drawing Part No. - 837-84629

Revision - 0

Sheet 4 of 26 - 97 MY

Sheet 5 Splices

Splice No Wire Colour
Wire No Destination

SPL 31 Pink/Black
227 5 - D2
230 5 - D2
334 6 - C2

SPL 32 White/Blue
232 5 - D3
234 5 - D4
13 6 - C2

SPL 33 Black
223 5 - D1
233 5 - D3
235 5 - D4

SPL 34 Red
258 5 - C3
295 6 - A2
263 5 - C4

SPL 35 Pink/Black
251 5 - A4
253 5 - B5
259 5 - C3
293 6 - A2
365 5 - B3 - 37

SPL 36 Yellow/Black
240 5 - B1
250 5 - A3
260 5 - C3
262 5 - C4
305 6 - A2

SPL 37 Pink/Black
245 5 - A2
247 5 - A3
365 5 - B5 - 35
366 5 - B2 - 38

SPL 38 Pink/Black
241 5 - A1
243 5 - A2
366 5 - B3 - 37

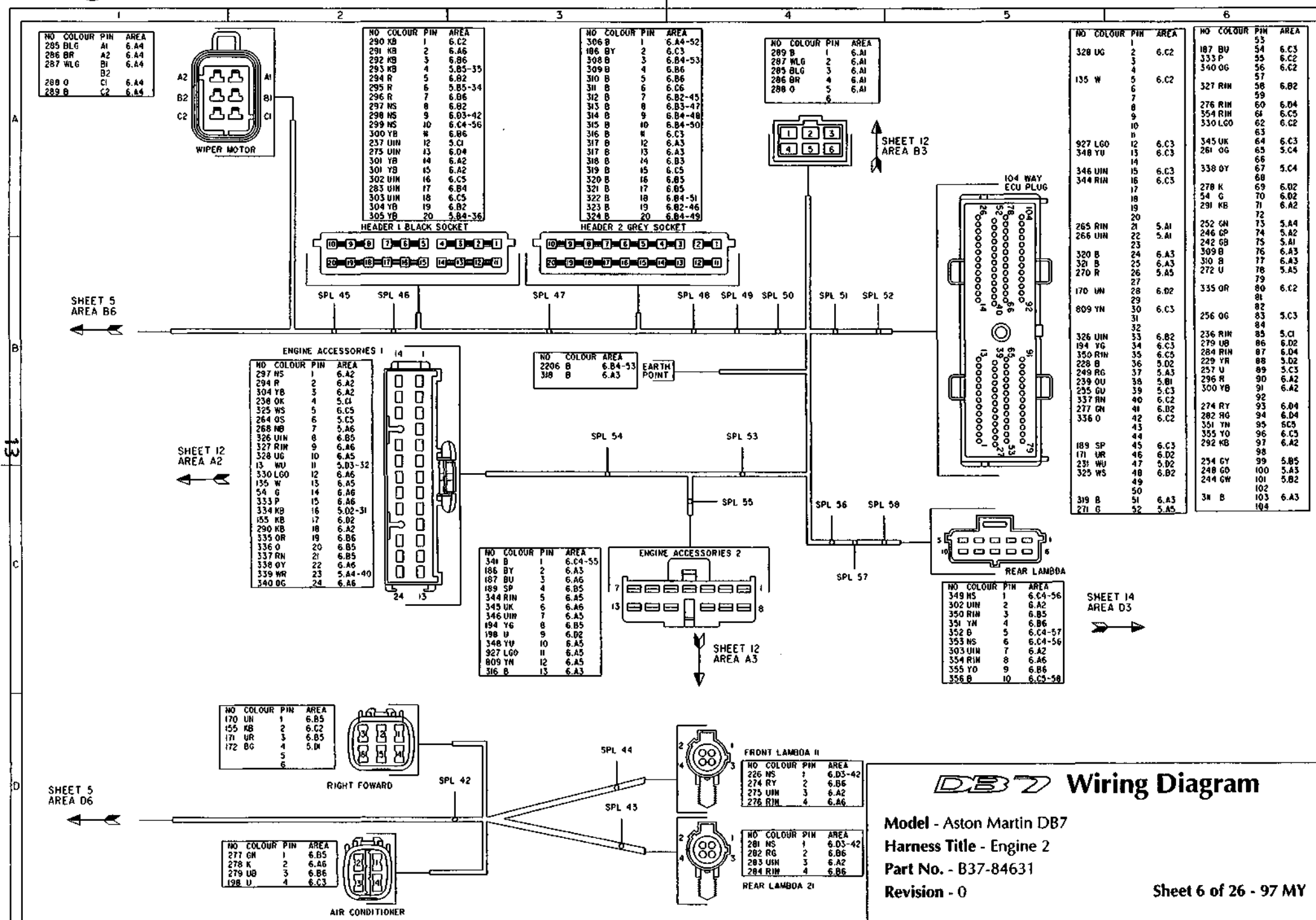
SPL 39 Braid
363 6 - B2 - 45

SPL 40 White/Red
267 5 - A5
269 5 - A6
273 5 - A6
339 6 - C2

SPL 41 Braid
357 6 - B4 - 48

Sheet 6 Splices

Splice No Wire No	Wire Colour Destination		
SPL 42	Brown/Slate	SPL 50	Black
226	6 - D4	315	6 - A3
281	6 - D4	361	6 - B4 - 58 Braid
298	6 - A2	SPL 51	Black
SPL 43	Braid	322	6 - A3
358	6 - B2 - 46	360	6 - B3 - 54 Braid
SPL 44	Braid	SPL 52	Black
359	6 - B3 - 47	306	6 - A3
SPL 45	Black	364	6 - C4 - 55 Braid
312	6 - A3	SPL 53	Black
363	5 - C1 - 39 Braid	2205	5 - C2
SPL 46	Black	308	6 - A3
323	6 - A3	2206	6 - B3
358	6 - D3 - 43 Braid	SPL 54	Braid
SPL 47	Black	360	6 - B4 - 51
313	6 - A3	SPL 55	Black
359	6 - D3 - 44 Braid	341	6 - C3
SPL 48	Black	364	6 - B5 - 52
314	6 - A3	SPL 56	Brown/Slate
357	5 - A2 - 41 Braid	299	6 - A2
SPL 49	Black	349	6 - C5
324	6 - A3	353	6 - C5
362	6 - C4 - 57 Braid	SPL 57	Black
		352	6 - C5
		362	6 - B4 - 49 Braid
		SPL 58	Black
		356	6 - C5
		361	6 - D4 - 50 Braid



Sheet 7 Splices

Splice No	Wire Colour
Wire No	Destination
SPL 220	Green
188	7 - A1
2187	7 - A5
2188	7 - A5

NO	COLOUR	PIN	AREA
206	OW	1	7.A5
207	OR	2	7.A5
208	OP	3	7.A2-220
210	OB	4	7.A5
210	OS	6	7.A5
211	OK	7	7.A5
212	ON	8	7.A5
213	OU	9	7.A5
214	OY	10	7.A5
215	BU	11	7.A5
216	R	12	7.A5
217	U	13	7.A5
218	G	14	7.A5
219	N	15	7.A5
		16	
		17	
		18	
		19	
		20	

SHEET 4
AREA C3



SPL 220

GEARBOX CONNECTOR

NO	COLOUR	PIN	AREA
207	OR	1	7.A1
208	OP	2	7.A1
2107	WR	3	7.A2-220
211	OK	4	7.A1
212	ON	5	7.A1
213	OU	6	7.A1
214	OY	7	7.A1
215	BU	8	7.A1
216	OW	9	7.A1
2188	WR	10	7.A2-220
219	OB	11	7.A1
		12	
210	OS	13	7.A1
		14	



INPUT SPEED SENSOR

NO	COLOUR	PIN	AREA
219	N	1	7.A1
218	G	2	7.A1



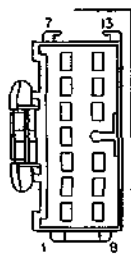
OUTPUT SPEED SENSOR

NO	COLOUR	PIN	AREA
216	R	1	7.A1
217	U	2	7.A1



SHEET 11
AREA C3

NO	COLOUR	PIN	AREA
830	BG	1	7.C2
803	SLG	2	7.C5
123	YU	3	7.C1
831	YR	4	7.C1
		5	
		6	
		7	
		8	
		9	
835	B	10	C5
836	OG	11	C2
831	YR	12	7.C1
123	YU	13	7.C1



123, 830, 831, 836
TAPED IN LOOM

REVERSE LAMP
SWITCH



NO	COLOUR	PIN	AREA
803	SLG	2	7.C1
835	B	3	7.C1

DB7 Wiring Diagram

Model - Aston Martin DB7

Harness Title - Auto/Manual Transmission

Part No. - B37-84632

Revision - 0

Sheet 7 of 26 - 97 MY

Sheet 8 Splices

Splice No Wire No	Wire Colour Destination	SPL 63	Black 8 - D1 8 - A2 8 - A3 8 - C4 9 - D3 9 - B6 10 - B4	SPL 67	Black 8 - A2 9 - A1 9 - A2 9 - B6 10 - B1 12 - D2 10 - B3 - 110	SPL 71	Purple 8 - A3 9 - B1 9 - D1 11 - A1
SPL 59	Black/Pink						
114	8 - A1	389	8 - D1	592	8 - A2	599	8 - A3
612	8 - D3	590	8 - A2	670	9 - A1	687	9 - B1
1012	10 - B2 - 95	601	8 - A3	693	9 - A2	699	9 - D1
		619	8 - C4	755	9 - B6	898	11 - A1
		716	9 - D3	762	10 - B1		
		756	9 - B6	955	12 - D2		
		791	10 - B4	1015	10 - B3 - 110		
SPL 60	Black/Purple						
387	8 - D1	SPL 64	Black	SPL 68	Red/White		
607	8 - D3	375	8 - D1	604	8 - D3	SPL 72	White/Orange
940	12 - A5	594	8 - A2	634	8 - C5	642	8 - A4
		790	10 - B4	757	9 - B6	650	8 - A4
				1001	11 - B2 - 114	651	8 - A4
SPL 61	Purple/Green					653	8 - A4
377	8 - D1	SPL 65	Purple/White	SPL 69	Light Green	703	9 - D1
684	9 - B1	378	8 - D1	384	8 - D1		
804	10 - D4	602	8 - A3	385	8 - D1	SPL 73	White/Pink
988	12 - B6	700	9 - D1	647	8 - A4	662	8 - A6
		805	10 - D4	847	11 - D3	706	9 - D2
		989	12 - B6	990	12 - C6	708	9 - D2
SPL 62	Black					751	9 - B6
591	8 - A2	SPL 66	Black/White	SPL 70	Brown/Red		
595	8 - A3	376	8 - D1	66	8 - A1	SPL 74	White
598	8 - A3	593	8 - A2	633	8 - C5	624	8 - C4
630	8 - C5	789	10 - B4	672	9 - A1	635	8 - C5
685	9 - B1			936	12 - A5	644	8 - A4
701	9 - D1					648	8 - A4
						661	8 - A6
						719	9 - D3
						948	12 - D1
						SPL 75	Brown
						637	8 - A4
						640	8 - A4
						665	8 - A6
						787	10 - A2

Sheet 9 Splices

Splice No Wire Colour
Wire No Destination

SPL 76 **Blue**
131 8 - A1
688 9 - B2

SPL 77 **White/Pink**
608 8 - D3
646 8 - A4
659 8 - A6
702 9 - D1
718 9 - D3
1003 11 - B3 - 117

SPL 78 **Red/Yellow**
130 8 - A1
690 9 - B3

SPL 79 **Green/Red**
128 8 - A1
675 9 - A1
721 9 - B4
727 9 - A4
823 10 - C5

SPL 80 **Red/Brown**
388 8 - D1
625 8 - C4
829 10 - D5
1013 10 - B5 - 107

SPL 81 **Black/Purple**
125 8 - B1
679 9 - A1
825 11 - D1
856 11 - D3

SPL 82 **Lt Green/Yellow**
136 8 - B1
694 9 - A2
857 11 - D3
2200 11 - D1

SPL 83 **Blue**
124 8 - B1
692 9 - A2
731 11 - B1
855 11 - D3

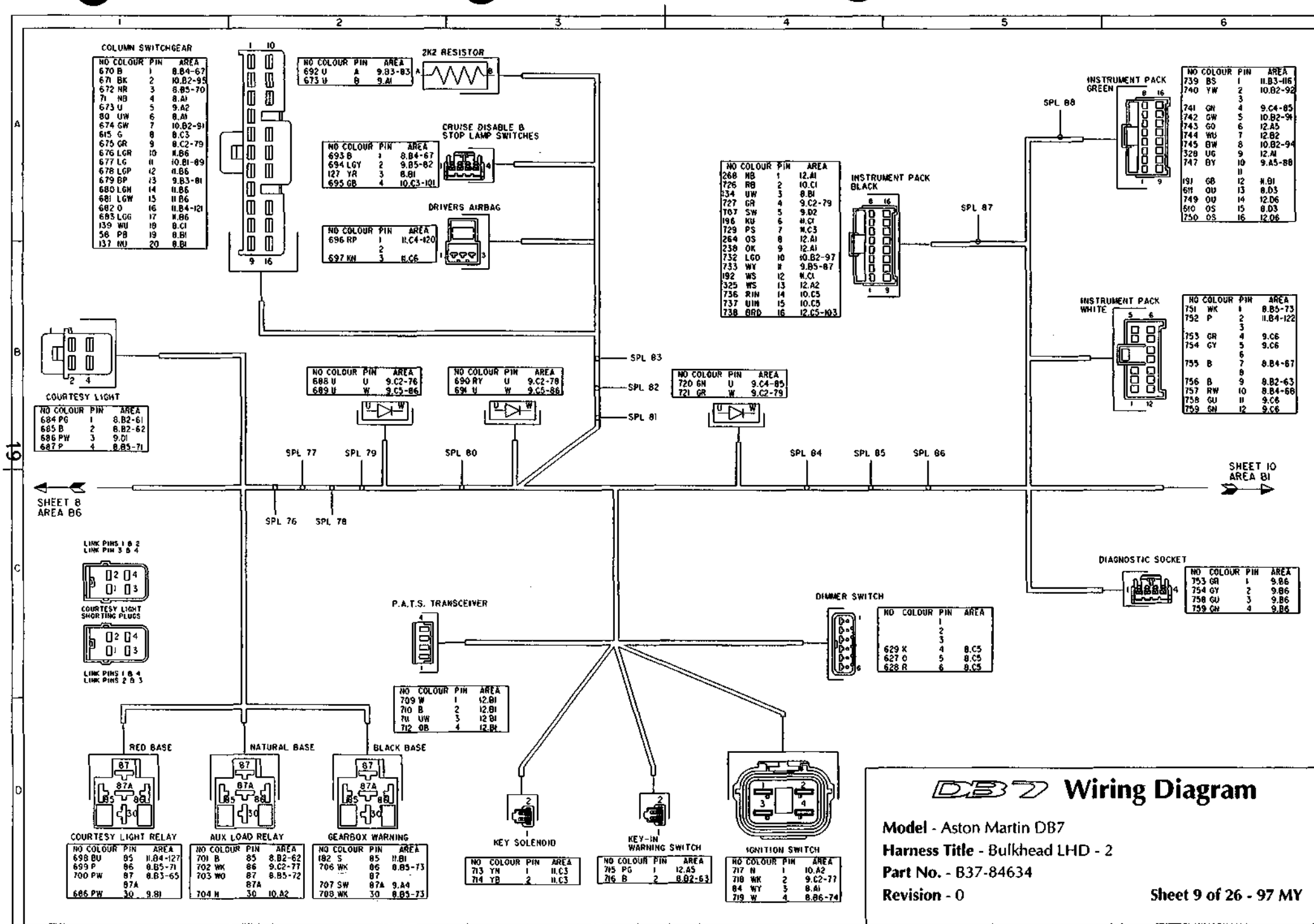
SPL 84 **Red**
129 8 - A1
664 8 - A6
827 10 - C5
784 11 - C1

SPL 85 **Green/Brown**
618 8 - C3
720 9 - B4
741 9 - A6
760 10 - A1

SPL 86 **Blue**
689 9 - B2
691 9 - B3
844 11 - D3

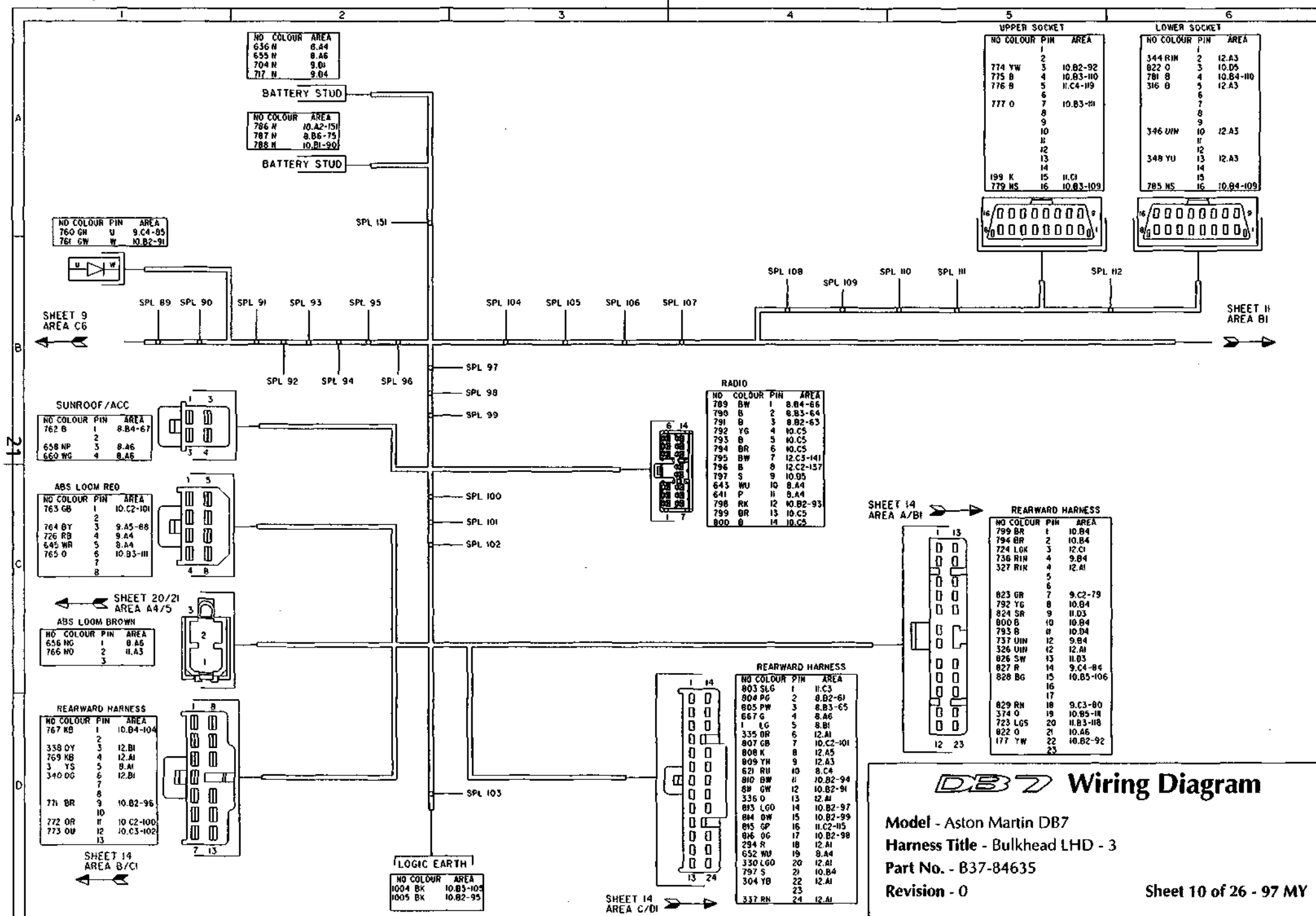
SPL 87 **White/Yellow**
122 8 - B1
840 11 - B3
733 9 - B4

SPL 88 **Black/Yellow**
747 9 - A6
764 10 - C1
939 12 - A5



Sheet 10 Splices

Splice No Wire No	Wire Colour Destination	SPL 94	Black/White	SPL 101	Green/Black	SPL 108	Red/Blue
		745	9 - A6	695	9 - A2	379	8 - D1
		810	10 - D4	763	10 - C1	993	11 - B3
		942	12 - A5	807	10 - D4	379	11 - D1
				832	11 - B3		
SPL 89	Light Green	SPL 95	Black/Pink			SPL 109	Brown/Slate
649	8 - A4	614	8 - C3	SPL 102	Orange/Blue	638	8 - A4
677	9 - A1	671	9 - A1	371	8 - D1	779	10 - A3
879	11 - B6	1005	10 - D2	773	10 - D1	785	10 - A4
		1012	8 - C2 - 59	1008	12 - C3 - 140		
SPL 90	Brown	SPL 96	Black/Red	SPL 103	Braid	SPL 110	Black
654	8 - A6	44	8 - A1	738	9 - B4	775	10 - A3
663	8 - A6	771	10 - D1			781	10 - A4
788	10 - A2	933	12 - A5	SPL 104	Pink/Black	1015	8 - B4 - 67
				55	8 - B1	SPL 111	Orange
SPL 91	Green/White	SPL 97	Lt Green Orange	767	10 - D1	765	10 - C1
16	8 - A1	732	9 - B4	958	12 - D2	777	10 - A5
180	12 - A4	813	10 - D4			184	11 - B1
674	9 - A1	927	12 - A3	SPL 105	Black/Pink	374	10 - D5
742	9 - A6			197	11 - C1		
761	10 - B1	SPL 98	Orange/Green	843	11 - D3	SPL 112	Braid
811	10 - D4	370	8 - D1	959	12 - D3	926	12 - A3
		816	10 - D4	1004	10 - D2		
		1011	12 - C4 - 149	1007	12 - C2 - 140	SPL 151	Brown
SPL 92	Yellow/White	SPL 99	Orange/White			639	8 - A4
740	9 - A6	372	8 - D1	SPL 106	Black/Green	657	8 - A6
774	10 - A3	814	10 - D4	86	8 - C1	669	8 - A6
868	11 - C6	1010	12 - C4 - 148	828	10 - D5	786	10 - A2
177	10 - D5			830	11 - B3		
				345	12 - A3		
SPL 93	Red/Pink	SPL 100	Orange/Red				
632	8 - C5	373	8 - D1	SPL 107	Red/Brown		
798	10 - C4	772	10 - D1	853	11 - D3		
190	11 - B1	1009	12 - C3 - 147	993	12 - C6		
845	11 - D3			1013	9 - C3 - 80		



DB7 Wiring Diagram

Model - Aston Martin DB7

Harness Title - Bulkhead LHD - 3

Part No. - B37-84635

Revision - 0

Sheet 10 of 26 - 97 MY

Sheet 11 Splices

Splice No Wire Colour
Wire No Destination

SPL 113 Purple/Brown
605 8 - D3
782 11 - C1
833 11 - B3
846 11 - D3
907 11 - B1
996 12 - C6

SPL 114 Red/White
783 11 - C1
821 11 - D1
849 11 - D3
995 12 - C6
1001 8 - B5 - 68

SPL 115 Green/Purple
815 10 - D4
195 11 - C1
831 11 - B1

SPL 116 Black/Slate
147 12 - A4
739 9 - A6
880 11 - B6
938 12 - A5

SPL 117 White/Pink
952 12 - D1
998 12 - D6
1003 9 - C2 - 77

SPL 118 Lt Green/Slate
723 10 - D5
865 11 - D6

SPL 119 Black
867 11 - C6
869 11 - C6
1014 12 - C1 - 131
776 10 - A5

SPL 120 Red/Purple
696 9 - B2
858 11 - D4
860 11 - D6
861 11 - D6
943 12 - B5

SPL 121 Orange
682 9 - A1
875 11 - B6
902 11 - A1
288 12 - A3

SPL 122 Purple
752 9 - B6
333 12 - A1
918 11 - A3

SPL 123 Brown
887 11 - A6
915 11 - A3
925 12 - B1
954 12 - D1

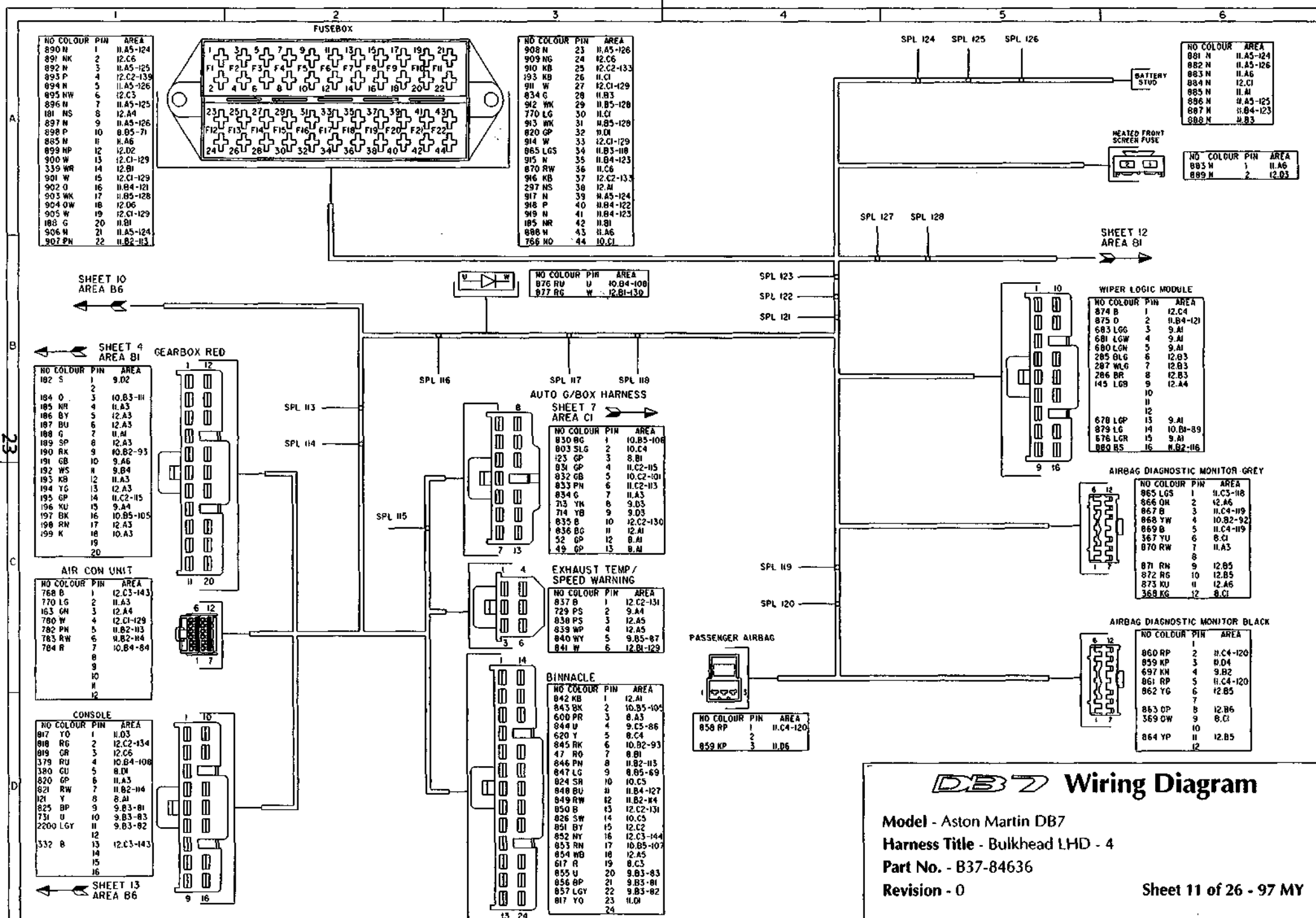
SPL 124 Brown
881 11 - A6
906 11 - A1
890 11 - A1
917 11 - A3

SPL 125 Brown
886 11 - A6
892 11 - A1
896 11 - A1
919 11 - A3
950 12 - D1

SPL 126 Brown
882 11 - A6
894 11 - A1
897 11 - A1
908 11 - A3

SPL 127 Black/Blue
698 9 - D1
941 12 - A5
848 11 - D3

SPL 128 White/Pink
903 11 - A1
912 11 - A3
913 11 - A3
953 12 - D1



Sheet 12 Splices

Splice No **Wire Colour**
Wire No **Destination**

SPL 129 **White**
780 11 - C1
841 11 - C3
900 11 - A1
901 11 - A1
911 11 - A3
914 11 - A3
949 12 - D1
960 12 - D3
1002 12 - C2 - 136
905 11 - A1

SPL 130 **Red/Green**
877 11 - B3
878 12 - B1
921 12 - C1

SPL 131 **Black**
835 11 - C3
709 12 - A1
837 11 - C3
850 11 - D3
920 12 - C1
874 12 - C3
922 12 - C1
1014 11 - C4 - 119
964 12 - C3

SPL 132 **Braid**
341 12 - A3

SPL 133 **Pink/Black**
910 11 - A3
916 11 - A3
957 12 - D1
155 12 - A1
290 12 - A1
334 12 - A1

SPL 134 **Red/Green**
818 11 - D1
801 12 - B1
818 12 - B6

SPL 135 **Brown/Blue**
386 8 - D1
991 12 - C6
944 12 - C1

SPL 136 **White**
920 12 - A1
931 12 - B2
935 12 - A3
976 12 - D4
979 12 - C5
1002 12 - C2 - 129

616 8 - A6
668 8 - A6
SPL 137 **Black**
796 10 - C4
969 12 - C2
986 12 - B6

SPL 138 **White/Red**
956 12 - D2
971 12 - C2
980 12 - C5

SPL 139 **Purple**
893 11 - A1
937 12 - A5
974 12 - D4

SPL 140 **Black/Pink**
178 12 - A4
975 12 - D4
999 12 - D6
1007 11 - B5 - 105

SPL 141 **Black/White**
795 10 - C4
968 12 - C2
987 12 - B6

SPL 142 **Black**
289 12 - A3
930 12 - B2
951 12 - D1
970 12 - C1
965 12 - C3
994 12 - C6

SPL 143 **Black**
768 11 - C1
332 11 - D1
932 12 - A5
947 12 - D1
966 12 - C3
967 12 - C3

SPL 144 **Brown/Yellow**
597 8 - A3
852 11 - D3
961 12 - D3
962 12 - C3

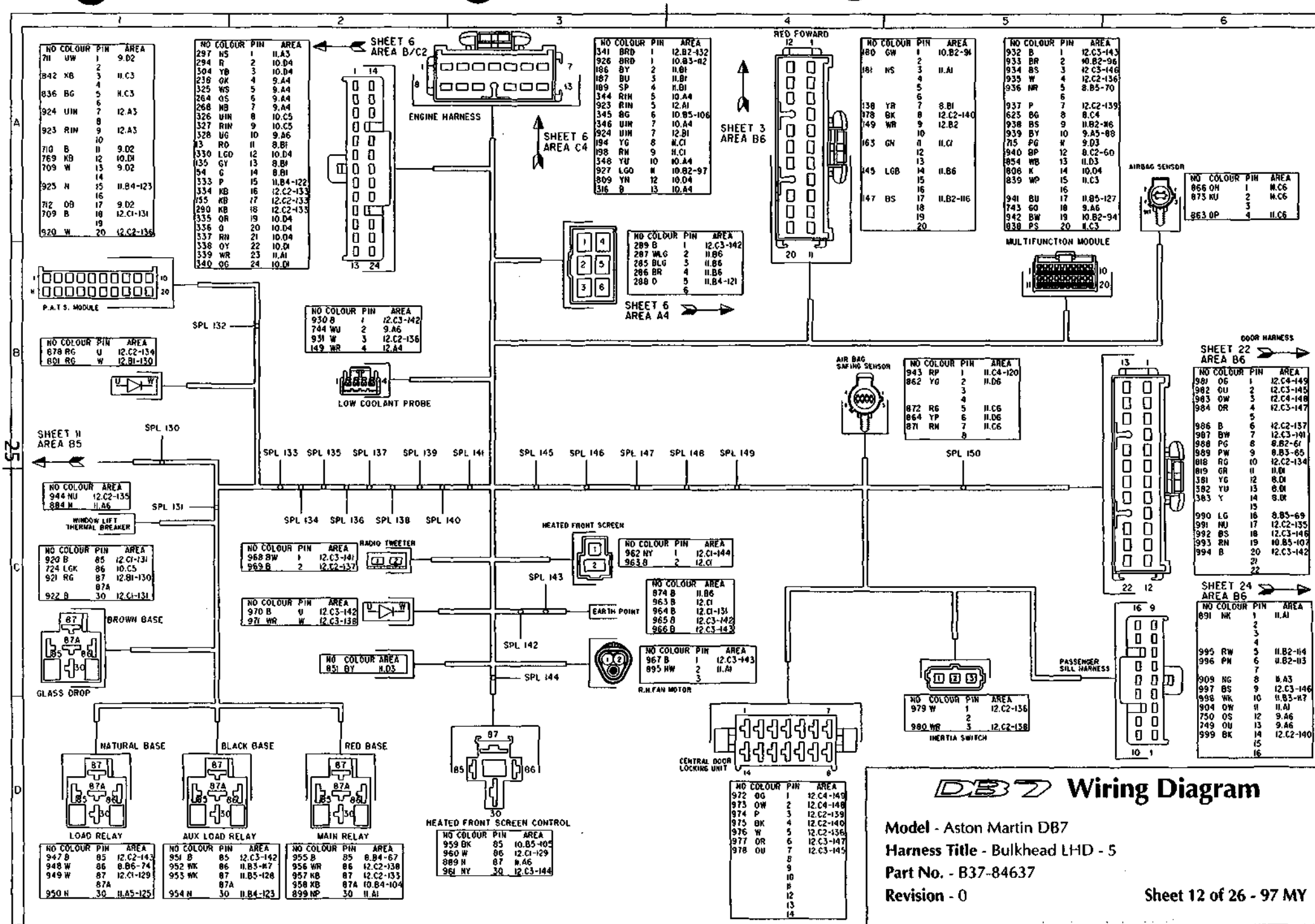
SPL 145 **Orange/Blue**
978 12 - D4
982 12 - B6
1008 10 - C2 - 105

SPL 146 **Black/Slate**
934 12 - A5
992 12 - C6
997 12 - D6

SPL 147 **Orange/Red**
977 12 - D4
984 12 - B6
1009 10 - C2 - 100

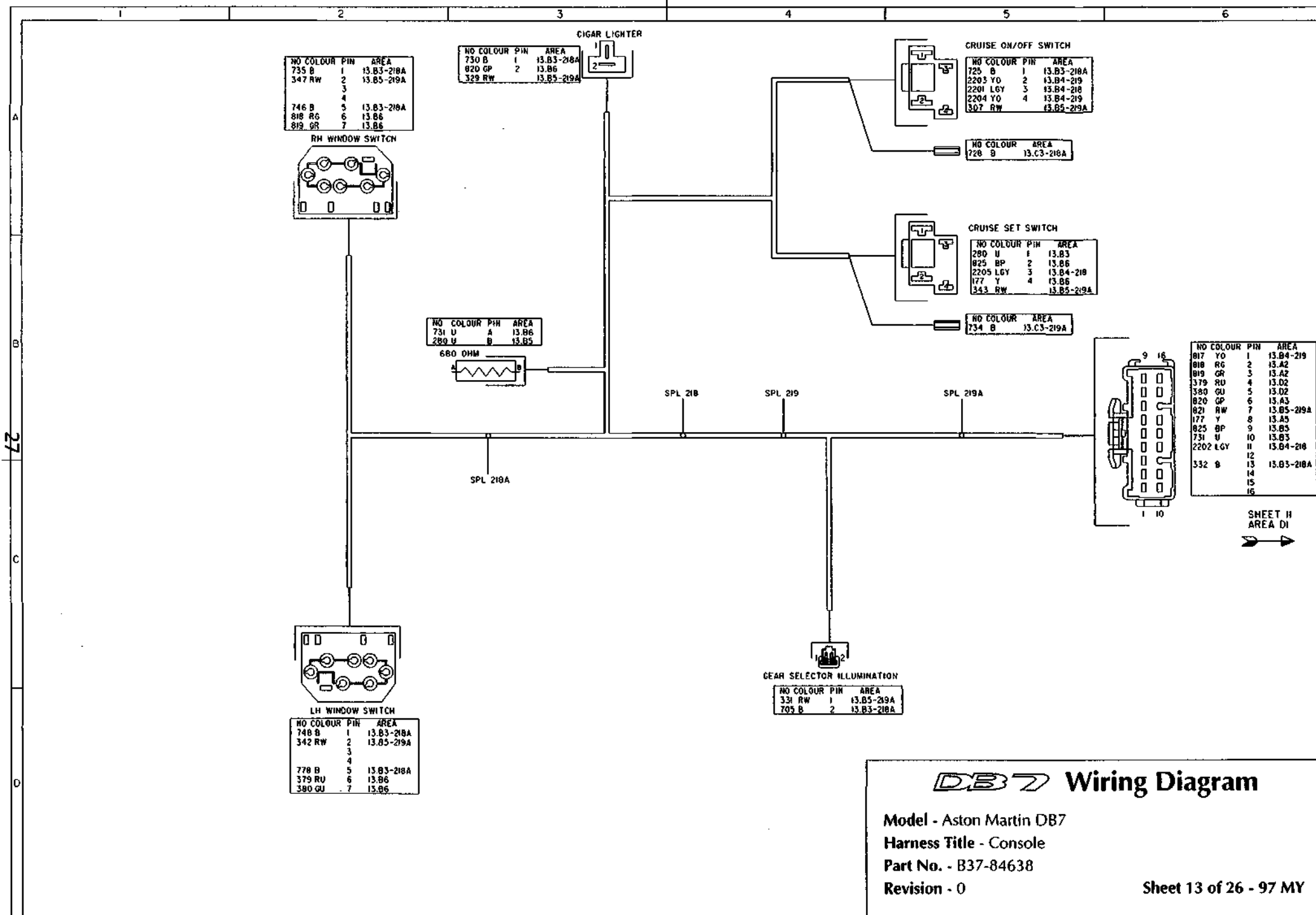
SPL 148 **Orange/White**
973 12 - D3
983 12 - B6
1010 10 - B2 - 99

SPL 149 **Orange/Green**
972 12 - D4
981 12 - B6
1011 10 - B2 - 98



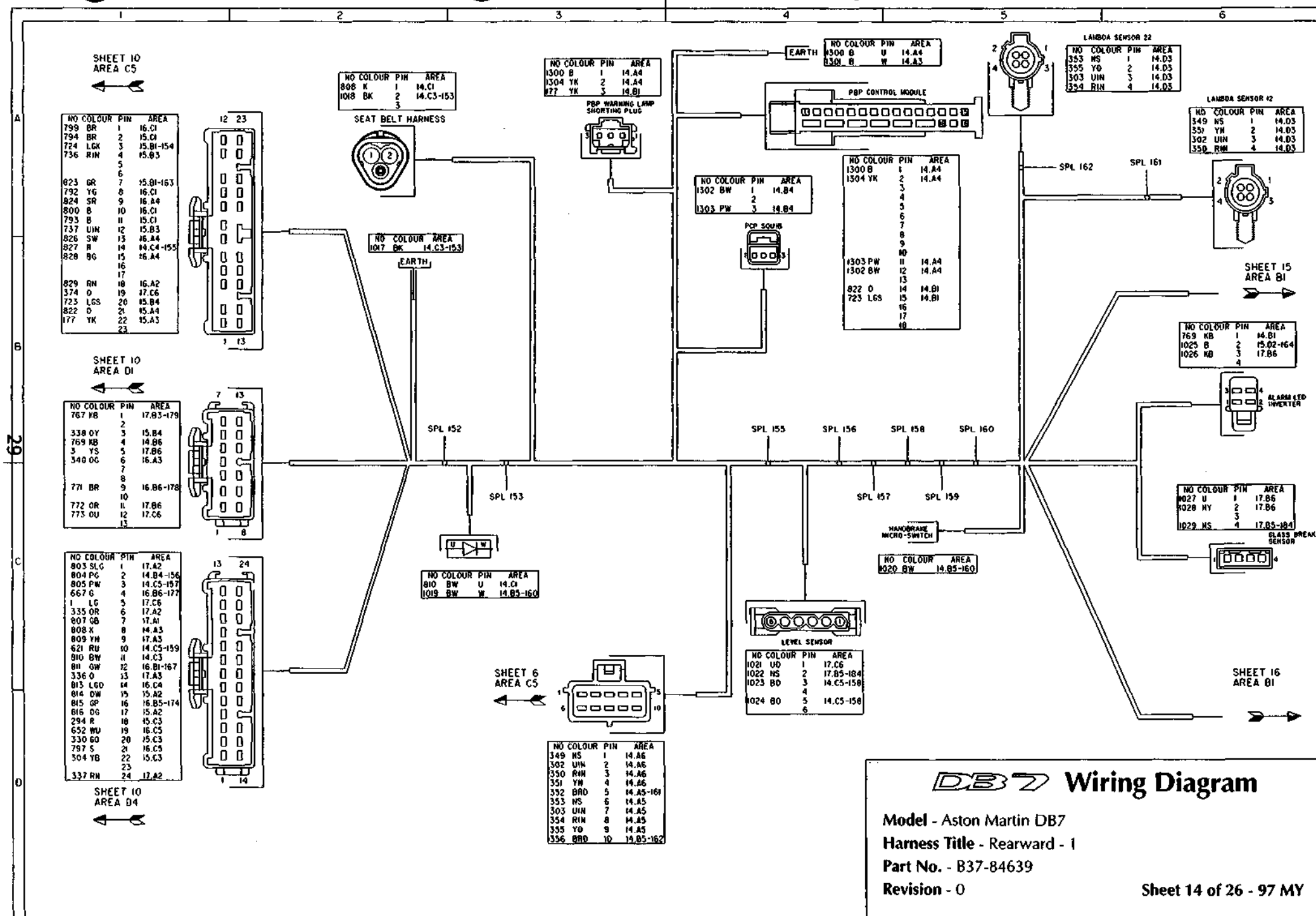
Sheet 13 Splices

Splice No Wire No	Wire Colour Destination
SPL 218	Lt Green/Yellow
2202	13 - B6
2201	13 - A5
2205	13 - B5
SPL218A	Black
332	13 - B6
705	13 - D4
730	13 - A3
725	13 - A5
728	13 - A5
734	13 - B5
735	13 - A2
746	13 - A2
748	13 - D2
778	13 - D1
SPL 219	Yellow/Orange
817	13 - B6
2203	13 - A5
2204	13 - A5
SPL 219A	Red/White
821	13 - B6
331	13 - D4
329	13 - A3
307	13 - A5
343	13 - B5
347	13 - A2
342	13 - D2



Sheet 14 Splices

Splice No	Wire Colour	Splice No	Wire Colour
Wire No	Destination	Wire No	Destination
SPL 152	Black/Pink	SPL 156	Purple/Green
1034	14 - A3 Braid	804	14 - C1
1142	14 - B3 - 153	1035	15 - C3
		1056	16 - B2
SPL 153	Black/Pink	SPL 157	Purple/White
1017	14 - A3	805	14 - C1
1018	14 - A3	1036	15 - C3
1142	14 - B3 - 152	1057	16 - B2
SPL 154	Lt Green/Pink	SPL 158	Black/Orange
724	15 - A1	1023	14 - C4
1033	15 - C2	1024	14 - C4
1039	15 - C2	1111	17 - A4
SPL 154A	Green/White	SPL 159	Red/Blue
1031	15 - A1	621	14 - C1
1060	16 - A3	1047	15 - B5
1075	15 - C2	1066	16 - D1
SPL 154B	Green/Red	SPL 160	Black/White
1030	15 - A1	1019	14 - C3
1061	16 - A3	1020	14 - C5
1074	15 - C2	1096	16 - A4
SPL 154C	Green/Purple	SPL 161	Braid
1033	15 - A2	352	14 - D3
1060	16 - B5 - 174	SPL 162	Braid
1045	15 - A5	356	14 - D3



Sheet 15 Splices

Splice No Wire No	Wire Colour Destination
SPL 163	Green/Red
823	14 - A1
1050	15 - B6
1120	17 - B6
SPL 164	Black
1025	14 - B6
1032	15 - A2
1037	15 - D3
SPL 165	Black
1039	15 - D3
1044	15 - C4
1051	15 - B6
SPL 166	Red/Slate
1043	15 - C4
1052	15 - C6
1143	16 - B5 - 176

NO	CLOUR	PIN	AREA
B16	OC	1	14.D
B14	DW	2	14.D

FUEL FILLER FLAP

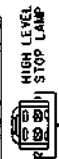


WINDOW LIFT

NO	CLOUR	PIN	AREA
1030	GR	1	15.B1-154B
1031	GR	2	15.B1-154B



NO	CLOUR	PIN	AREA
1032	B	1	15.D2-164
1033	OP	2	15.B1-154C



HIGH LEVEL STOP LAMP

PLUG

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BOOT LAMP

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NO	CLOUR	PIN	AREA
1045	OP	1	15.B1-154C
1046	OP	2	15.C6
1047	RU	3	14.C3-159
1048	RU	4	15.86

REAR LAMP

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NO	CLOUR	PIN	AREA
338	OY	1	14.B1
1040	MB	2	17.B3-179

PURGE CAN VENT

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NO	CLOUR	PIN	AREA
1032	B	1	14.B3-152
1033	RU	2	14.A
1034	RU	3	14.A

SPEED INPUT

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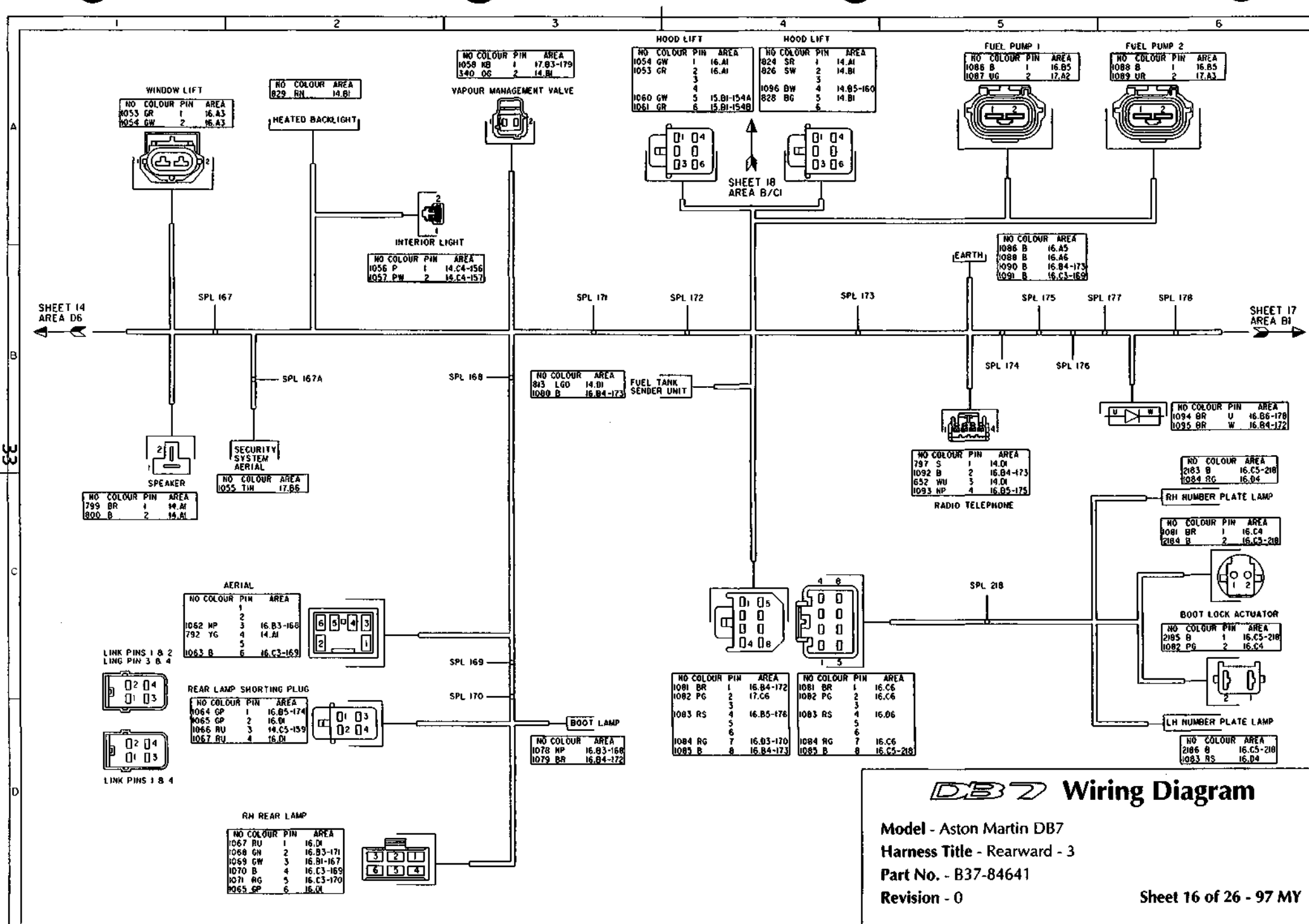
1078

Sheet 16 Splices

Splice No
Wire NoWire Colour
Destination**SPL 167 Green/White**811 14 - C1
1069 16 - D1
1123 17 - C1**SPL 167A Braid**

1122 17 - B6

SPL 168 Brown/Purple1041 15 - A4
1062 16 - C1
1078 16 - D3
1129 17 - D1**SPL 169 Black**1063 16 - C1
1070 16 - D1
1091 16 - B5**SPL 170 Red/Green**1071 16 - D1
1084 16 - C4
1132 17 - C2**SPL 171**1068 16 - D1
1101 17 - A2
1049 15 - B6**SPL 172****Black/Red**
1042 15 - A4
1079 16 - D3
1081 16 - C4
1095 16 - C6
1117 17 - B6**SPL 173****Black**
1090 16 - B5
1092 16 - C5
1085 16 - C4
1041 17 - B4 - 183
1080 16 - B3**SPL 174****Green/Purple**
815 14 - D1
1064 16 - D2
1060 15 - B1 - 154C
1098 17 - A1**SPL 175****Brown/Purple**
1093 16 - C5
1102 17 - A2
1139 17 - D1**SPL 176****Red/Slate**
1083 16 - C4
1131 17 - D1
1143 15 - B4 - 166**SPL 177****Green**
667 14 - C1
1126 17 - C1
1127 17 - C1
1137 17 - D2
1133 17 - C2**SPL 178****Black/Red**
771 14 - C1
1094 16 - C6
1118 17 - B6**SPL 218****Black**
1085 16 - D4
2183 16 - B6
2184 16 - C6
2185 16 - C6
2186 16 - C6



DB7 Wiring Diagram

Model - Aston Martin DB7
 Harness Title - Rearward - 3
 Part No. - B37-84641
 Revision - 0

Sheet 16 of 26 - 97 MY

Sheet 17 Splices

Splice No Wire Colour
Wire No Destination

SPL 179 Pink/Black

767 14 - B1
1040 15 - B4
1058 16 - A3
1103 17 - A2
1105 17 - A3

SPL 180 Brown

1130 17 - C1
1125 17 - D1
1135 17 - D2
1107 17 - B3

SPL 181 Brown

1128 17 - D1
1138 17 - D1
1140 17 - D1
1108 17 - B3

SPL 182

White/Pink
1110 17 - A4
1119 17 - B6
1134 17 - C2

SPL 183

Black
1109 17 - A4
1112 17 - A4
1116 17 - C4
1121 17 - B6
1041 16 - B4 - 173

SPL 184 Brown/Slate

1022 14 - C4
1029 14 - C6
1124 17 - C6
1136 17 - D2

STOP LAMP RELAY

NO COLOUR	PIN	AREA
1007	GB	85 14.C1
1097	G	86 17.02
1098	GP	87 16.B5-17A
	87A	
1099	G	30 17.C2

REVERSE LAMP RELAY

NO COLOUR	PIN	AREA
1003	SLG	85 14.C1
1100	W	86 17.02
1101	GN	87 16.B3-17A
	87A	
1102	NP	30 16.B5-17B

FUEL PUMP RELAY 1

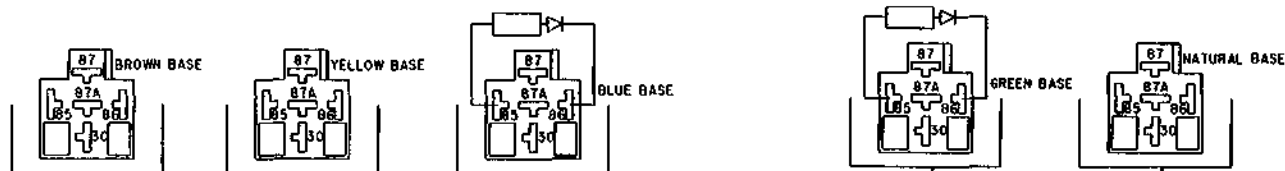
NO COLOUR	PIN	AREA
335	OR	85 14.C1
1103	KB	86 17.B3-179
11087	UG	87 16.A5
337	RN	87A 14.D1
1104	NP	30 17.02

FUEL PUMP RELAY 2

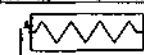
NO COLOUR	PIN	AREA
336	O	85 14.C1
1105	KB	86 17.B3-179
11089	UR	87 16.A6
909	YN	87A 14.C1
1106	NP	30 17.C2

TILT SENSOR RELAY

NO COLOUR	PIN	AREA
1109	B	85 17.B4-183
1110	WK	86 17.B4-182
	87	
1111	BO	87A 14.B4-15B
1112	R	30 17.B4-183



NO COLOUR	PIN	AREA
1113	YS	A 17.B6
1114	NS	Q 17.C6



NO COLOUR	AREA
1107	H 17.B3-180
1108	N 17.B3-181

SECURITY SYSTEM

NO COLOUR	PIN	AREA
1055	TIN	1 16.C2
1026	KB	2 14.B6
1117	BR	3 16.B4-172
1118	BR	4 16.B6-178
1028	WY	5 14.C6
772	OR	6 14.C1
1027	U	7 14.C6
	8	
	9	
1119	WY	10 17.B4-182
3	YS	11 14.B4
1113	YS	11 17.B5
1120	GR	12 15.B1-163
1121	B	13 17.B4-183
1122	BRD	14 16.B2-167A
	15	
1021	UD	16 14.C4
773	OU	17 14.C1
374	O	19 15.B1
	20	
	21	
	22	14.C1
1082	PG	23 16.C4
1123	GW	24 16.B1-167
1114	NS	25 17.B5
1124	NS	25 17.B5-184

NO COLOUR	AREA
1115	WS 17.D1
1116	B 17.B4-183

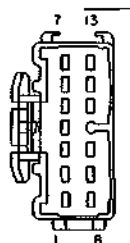
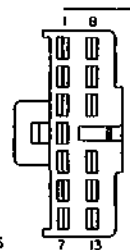
TYRE COMPRESSOR

NO COLOUR	PIN	AREA
1125	H	1 17.B3-180
1126	G	2 16.B6-177
1127	G	3 16.B6-177
1128	N	4 17.B3-181
1130	N	5 17.B3-180
1072	R	6 14.B4-155
1075	R	7 14.B4-155
1133	G	8 16.B6-177
1135	N	9 17.B3-180
1137	G	10 16.B6-177
1138	N	11 17.B3-181
1140	N	12 17.B3-181
	13	

SHEET 25
AREA B/C6

BOOT FUSEBOX HARNESS

NO COLOUR	PIN	AREA
1106	NP	1 17.A3
1099	G	2 17.A1
1097	G	3 17.A1
1129	NP	4 16.B3-168
1115	NS	5 17.C4
1131	RS	6 16.B5-176
1132	RG	7 16.C3-170
1134	WK	8 17.B4-182
1136	NS	9 17.B5-184
1100	W	10 17.A2
1139	NP	11 16.B5-175
1104	NP	12 17.A2
	13	



DB7 Wiring Diagram

Model - Aston Martin DB7

Harness Title - Rearward - 4

Part No. - B37-84642

Revision - 0

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Sheet 18 Splices

Splice No Wire No	Wire Colour Destination
----------------------	----------------------------

SPL 185 Slate/Red

826	18 - C1
1152	18 - B3
1173	18 - A5
1181	19 - A3
1189	19 - A5

SPL 186 Slate/White

824	18 - C1
1154	18 - B3
1170	18 - A5
1177	19 - A2
1186	19 - A4

SPL 187 Slate

1153	18 - B3
1155	18 - B3
1162	18 - D4

SPL 188 Lt Green

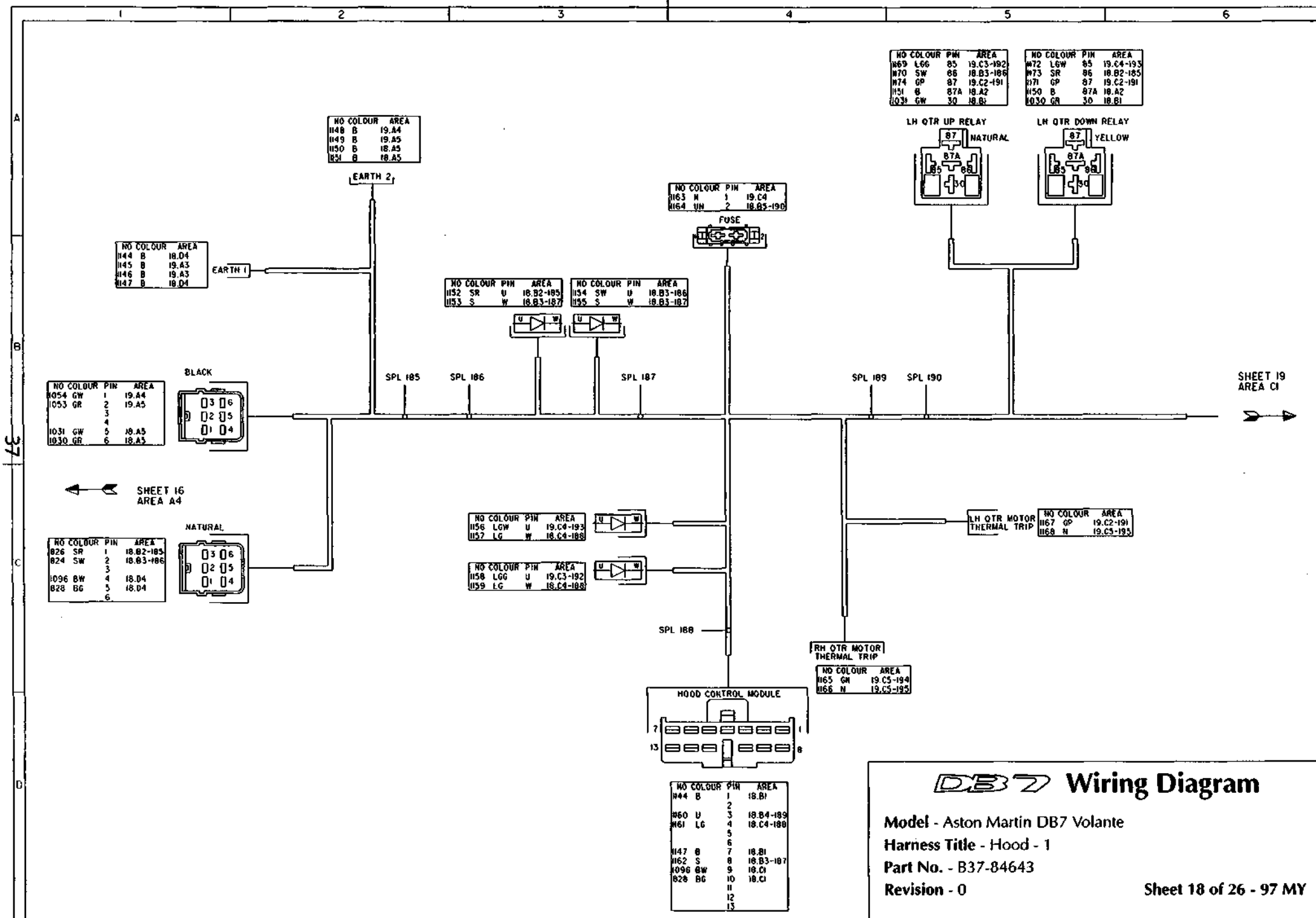
1157	18 - C3
1159	18 - C3
1161	18 - D4

SPL 189 Blue

1160	18 - D4
1176	19 - B1
1184	19 - B2

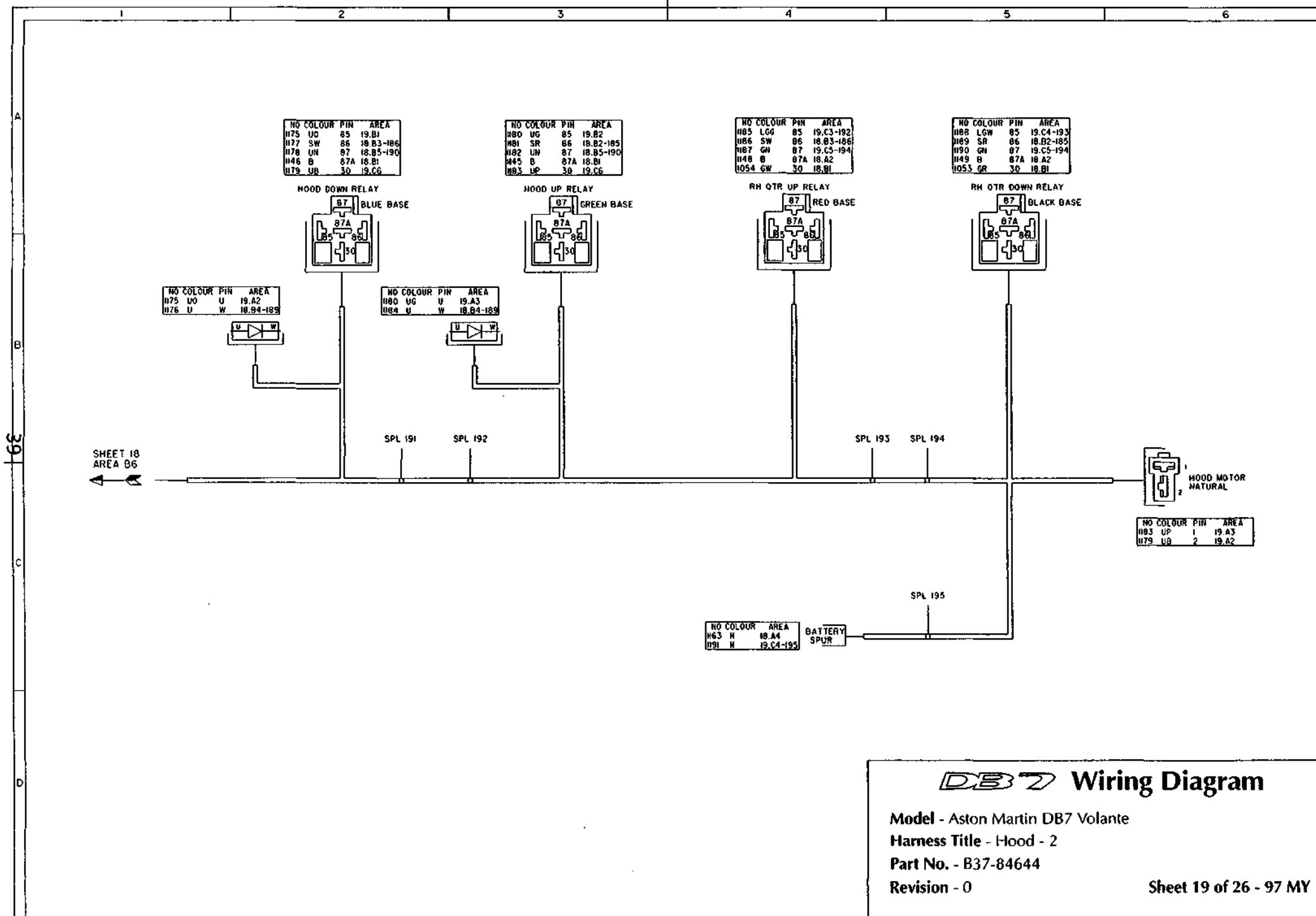
SPL 190 Blue/Brown

1164	18 - A4
1178	19 - A2
1182	19 - A3



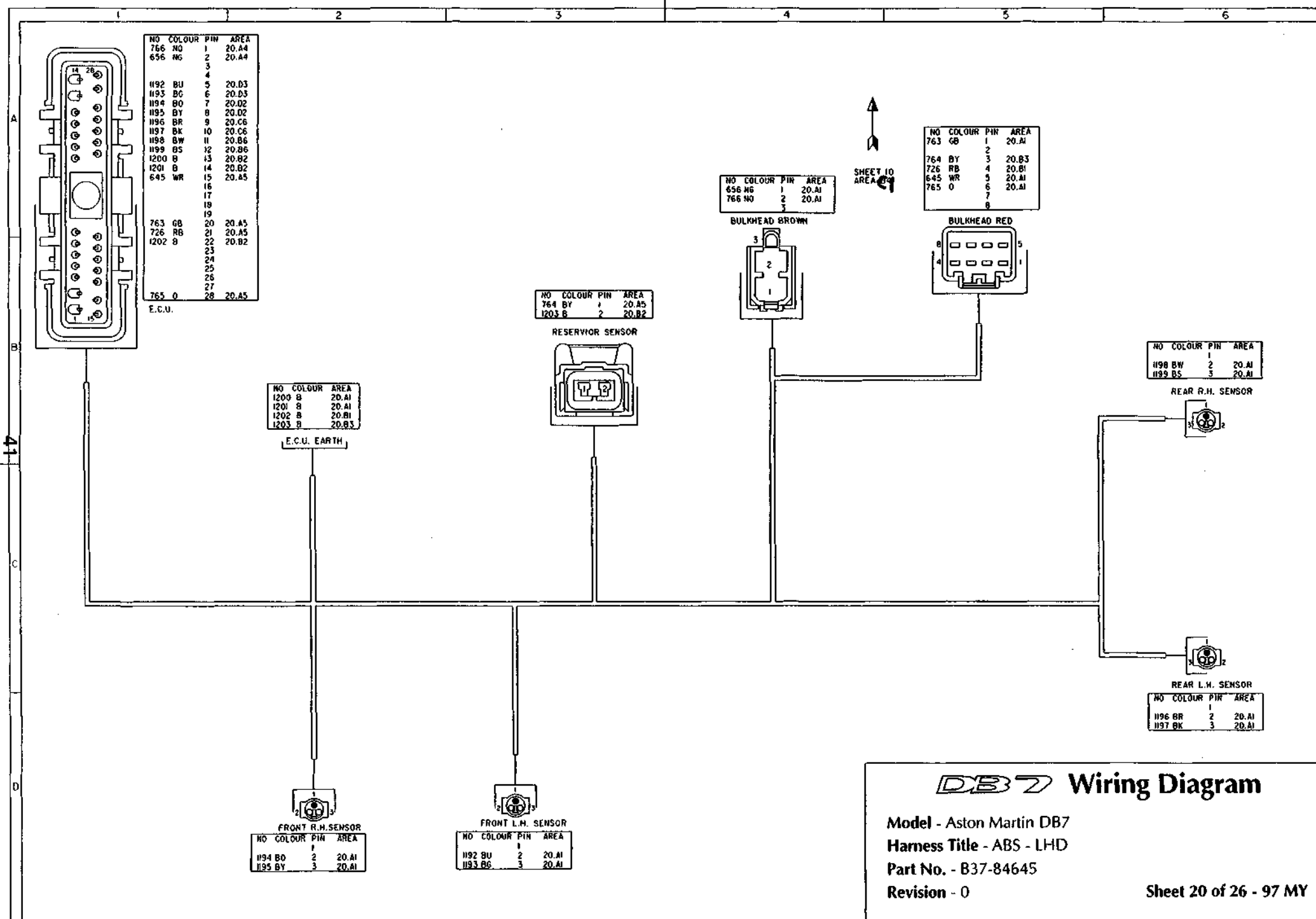
Sheet 19 Splices

Splice No Wire No	Wire Colour Destination
SPL 191	Green/Purple
1167	18 - C5
1171	18 - A5
1174	18 - A5
SPL 192	Lt Green/Green
1158	18 - C3
1169	18 - A5
1185	19 - A4
SPL 193	Lt Green/White
1156	18 - C3
1172	18 - A5
1188	19 - A5
SPL 194	Green/Brown
1165	18 - C4
1187	19 - A4
1190	19 - A5
SPL 195	Brown
1166	18 - C4
1168	18 - C5
1191	19 - C4



Sheet 20 Splices

No splices on sheet 20.



Sheet 21 Splices

Splice No Wire Colour
Wire No Destination

SPL 205

Yellow

383 21 - B6
1238 21 - A3
1252 21 - C5
1243 21 - A5

SPL 206

Yellow/Green

381 21 - B6
1251 21 - C5
1244 21 - A5

SPL 207

Yellow/Blue

382 21 - B6
1245 21 - A5
1254 21 - C5

SPL 208

Yellow/Red

1231 21 - C6
1239 21 - A3
1250 21 - C5

SPL 209

Black

389 21 - C6
1237 21 - B5
1235 21 - A2
1248 21 - D3

SPL 210

Yellow/Black

1232 21 - C6
1255 21 - D5
1240 21 - A3

SPL 211

Red/Brown

388 21 - C6
1242 21 - A5
1237 21 - A3

SPL 212

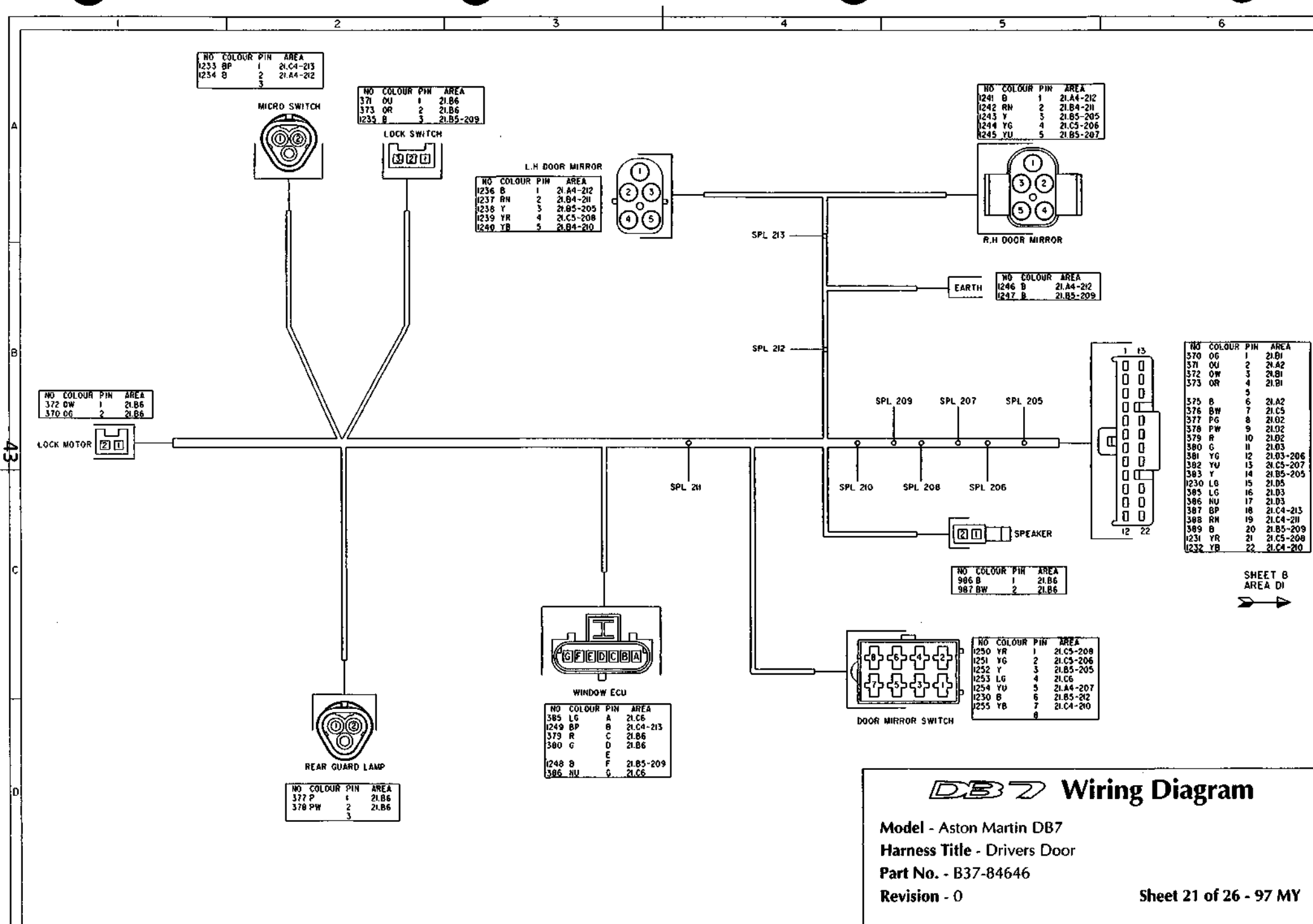
Black

1241 21 - A5
1246 21 - B5
1236 21 - A3
1234 21 - A1
1230 21 - D5

SPL 213

Black/Purple

387 21 - C6
1249 21 - D3
1233 21 - A1



DB7 Wiring Diagram

Model - Aston Martin DB7
 Harness Title - Drivers Door
 Part No. - B37-84646
 Revision - 0

Sheet 21 of 26 - 97 MY

Sheet 22 Splices

Splice No
Wire No

Wire Colour
Destination

SPL 196

Yellow
1209 22 - A5
1227 22 - A3
1216 22 - C5
383 22 - C6

SPL 197

Yellow/Green
1210 22 - A5
1215 22 - C5
381 22 - B6

SPL 198

Yellow/Blue
1211 22 - A5
1218 22 - C5
382 22 - B6

SPL 199

Yellow/Red
1204 22 - C6
1214 22 - C5
1228 22 - A3

SPL 200

Black
1224 22 - A2
1220 22 - D3
1213 22 - B5

SPL 201

Yellow/Black
1205 22 - C6
1219 22 - D5
1229 22 - A3

SPL 202

Red/Brown
1208 22 - A5
1226 22 - A3
993 22 - C6

SPL 203

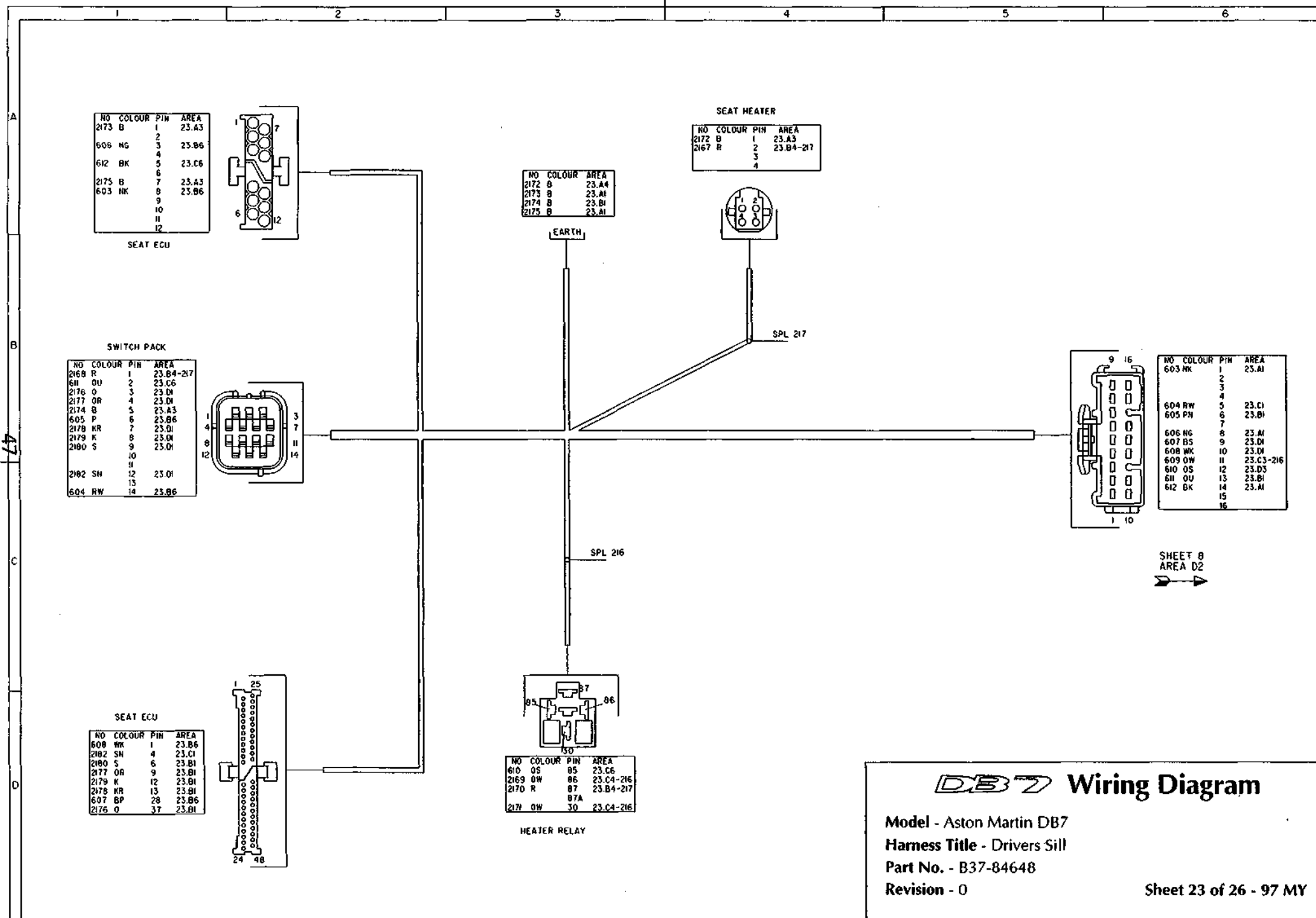
Black
1207 22 - A5
1212 22 - B5
1206 22 - C5
1225 22 - A3
1223 22 - A1

SPL 204

Black/Purple
1222 22 - A1
1221 22 - D3
992 22 - C6

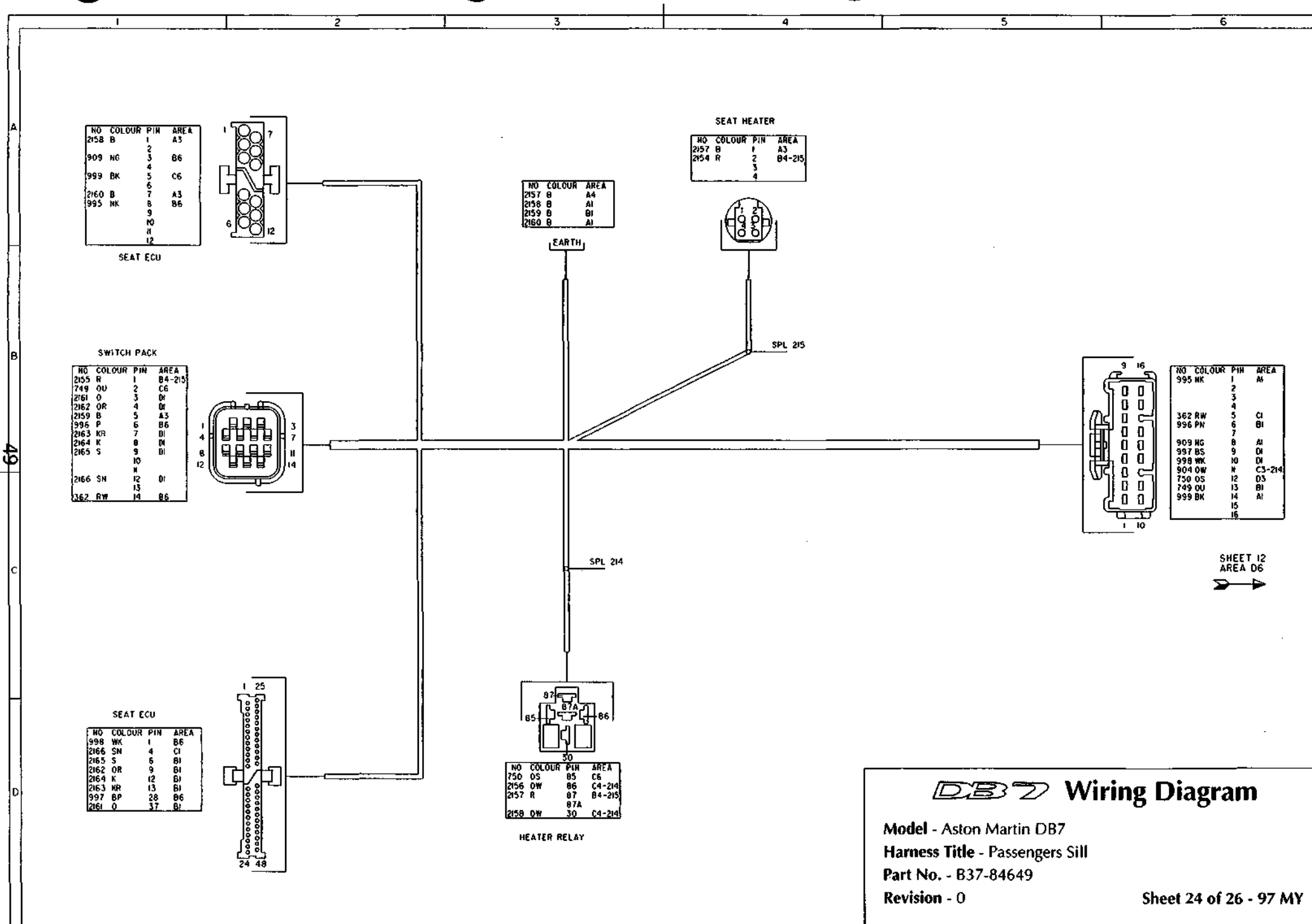
Sheet 23 Splices

Splice No Wire No	Wire Colour Destination
SPL 216	Orange/White
609	23 - B6
2169	23 - D3
2171	23 - D3
SPL 217	Red
2167	23 - A4
2168	23 - B1
2170	23 - B3



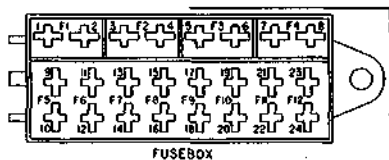
Sheet 24 Splices

Splice No Wire No	Wire Colour Destination
SPL 216	Orange/White
904	24 - B6
2156	24 - D3
2158	24 - D3
SPL 217	Red
2154	24 - A4
2155	24 - B1
2157	24 - D3



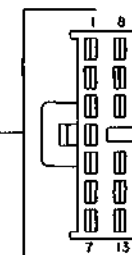
Sheet 25 Splices

No splices on sheet 25.



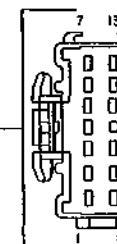
NO	COLOUR	PIN	AREA
U25	N	1	13.C6
U06	NP	2	13.B6
U26	G	3	13.C6
U09	G	4	13.B6
U27	G	5	13.C6
U09	G	6	13.B6
U28	N	7	13.C6
U29	NP	8	13.B6
U30	N	9	13.C6
U05	NS	10	13.B6
U07	RS	11	13.C6
U31	RS	12	13.B6

NO	COLOUR	PIN	AREA
U07	RG	13	13.C6
U32	RG	14	13.B6
U33	G	15	13.C6
U34	WK	16	13.B6
U35	N	17	13.C6
U36	NS	18	13.B6
U37	G	19	13.C6
U00	W	20	13.B6
U38	N	21	13.C6
U39	NP	22	13.B6
U40	N	23	13.C6
U04	NP	24	13.B6



NO	COLOUR	PIN	AREA
U06	NP	1	27.C1
U09	G	2	27.C1
U07	G	3	27.C1
U29	NP	4	27.C1
U05	NS	5	27.C1
U31	RS	6	27.C1
U32	RG	7	27.C2
U34	WK	8	27.C2
U36	NS	9	27.C2
U00	W	10	27.C2
U39	NP	11	27.C2
U04	NP	12	27.C2
		13	

SHEET 17
AREA DI
→



NO	COLOUR	PIN	AREA
U25	N	1	27.C1
U26	G	2	27.C1
U27	G	3	27.C1
U28	N	4	27.C1
U30	N	5	27.C1
U07	RS	6	27.C1
U05	RG	7	27.C2
U33	G	8	27.C2
U35	N	9	27.C2
U37	G	10	27.C2
U38	N	11	27.C2
U40	N	12	27.C2
		13	

DB7 Wiring Diagram

Model - Aston Martin DB7

Harness Title - Boot Fusebox

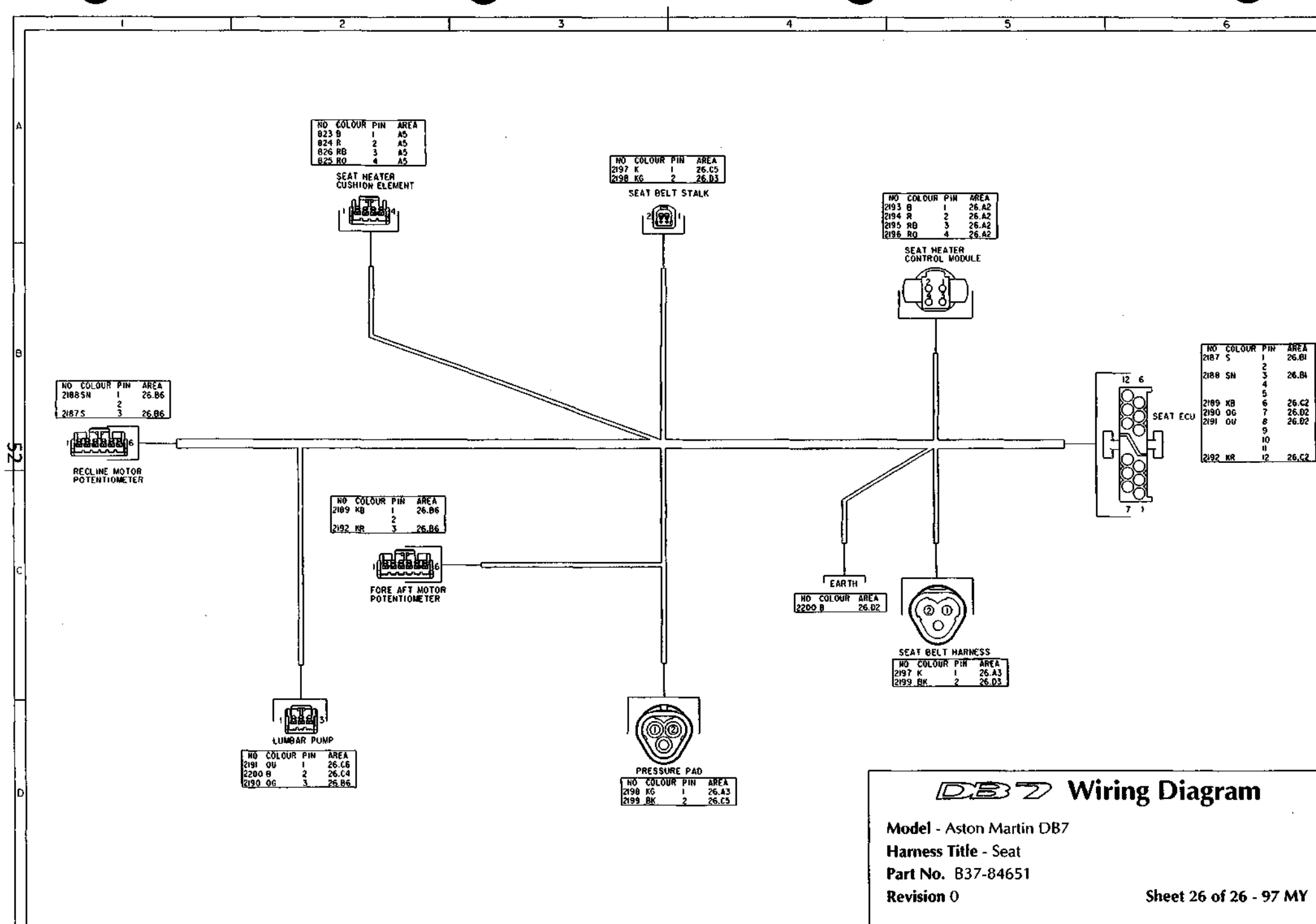
Part No. - B37-84650

Revision - 0

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Sheet 26 Splices

No splices on sheet 26.



Airbag (Supplementary Restraint System)

Repair Procedures

Description

Two airbags are fitted to the 97 model year DB7. The drivers airbag is located in the centre of the steering wheel (Fig 1-1), the passenger airbag is located behind the fascia panel (Fig 1-2).

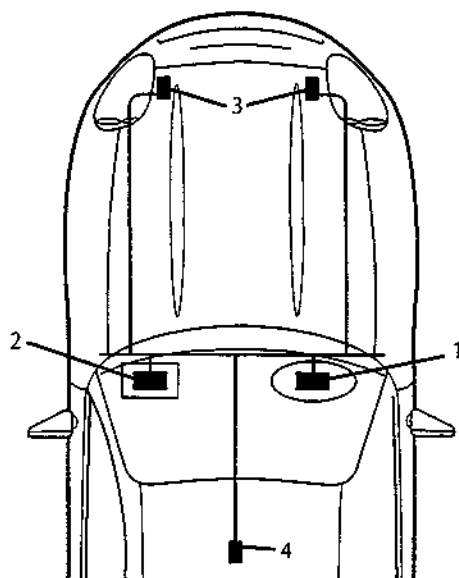


Figure 1. Airbag Locations

The following procedures and safety precautions must be adhered to while handling, installing and testing airbag modules. Failure to observe these precautions could cause the airbag to inadvertently deploy with the risk of personal injury.

The procedures and precautionary guidelines conform to the 'Handling and storage - The Explosives Act 1875 & 1923' and to the 'Health and Safety at Work Act - 1974' or local guidelines as appropriate.

Safety Precautions and Warnings

Handling Undeployed Airbags

The electrically actuated airbag module contains sodium azide and sodium nitrate which are poisonous and extremely flammable substances.

Their contact with acid, water or heavy metals may produce harmful, irritant gases or combustible compounds.

The airbag module is non-serviceable and must not be dismantled, punctured, incinerated or welded.

WARNING: Do not attempt any repairs or electrical measurements on the airbag module.

Never measure the resistance of the airbag module, as this may cause the airbag to deploy. Suspect modules must be returned to Aston Martin Lagonda Limited, or their importer for replacement.

Tampering or mishandling can result in personal injury.

Keep away from heat, sparks and open flames. Do not store at temperatures exceeding 93°C (200°F).

Keep away from electrical equipment as electrical contact may cause ignition.

Do not drop or impact the airbag module. Always position the module 'cover-up'.

Ensure that the module connector is protected to prevent damage. Never carry the airbag module by the wires or connector.

Store modules in a secure lockable cabinet.

Never position material over the undeployed module which could be projected and cause injury in the event of inadvertent deployment.

Do not wrap arms around the module when carrying and always carry the module with the cover and vents facing away from the body to avoid personal injury in the event of inadvertent deployment.

The chemical propellant mixture deploying the airbag is a solid and therefore inhalation exposure is unlikely even if the module is ruptured without deployment.

As far as practical, avoid skin contact with, or ingestion of, the materials present after combustion. Exposure to high concentrations of propellant mixture may cause headache, nausea, blurred vision, faintness, cyanosis, lowering of blood pressure, tachycardia and shortness of breath.

WARNING: Sodium azide has been listed as an 'Extraordinary Hazardous Substance or Carcinogen' by the state of Massachusetts, USA. Sodium azide has been listed on the 'Right to Know Hazardous Substance List' by the state of New Jersey and is also regarded as a 'Special Health Hazard Substance' by the state. The propellant mixture is sensitive to premature ignition by electrical sources if not properly protected and isolated.

Emergency First Aid Procedures

If the airbag is ruptured without deployment and exposure to the propellant mixture occurs, observe the following first-aid treatments:

- Ingestion - Do not induce vomiting and seek prompt medical attention.
- Skin contact - Immediately wash skin with soap and water and seek medical attention.
- Eyes - Immediately flush eyes with water for at least 20 minutes and seek prompt medical attention.
- Inhalation - Immediately move victim to fresh air and seek medical attention.
- Physical trauma, e.g. burns, abrasions, or impact due to premature ignition or deployment of the inflator assembly - Treat symptomatically and seek prompt medical attention.

Safety Procedures

Handling Deployed (Fired) Modules

See 'Emergency First Aid Procedures'

Prevent contact of the inflator with liquids, combustibles and flammable materials. Failure to follow these instructions could result in chemical burns and personal injury.

Ensure that the modules are cool before handling.

After deployment, the airbag surface contains small deposits of sodium hydroxide which can cause irritation to the skin and eyes.

When handling deployed airbags, always wear rubber gloves to BS 1651 grade 2 or equivalent, and chemical resistant goggles to BS 2092 grade 2 or equivalent.

After handling deployed airbags, immediately wash hands and exposed skin surface areas with mild soap and water.

Handling Undeployed Damaged Modules

The material inside the module is hermetically sealed and is completely consumed during deployment.

No attempt should be made to open the module as this leads to a risk of exposure to sodium azide.

In the unlikely event of a gas generator being damaged, it must be examined by trained personnel before any attempt is made to remove and/or deploy.

Full protective clothing must be worn when dealing with any spillage.

Ruptured units must be stored away from acids, halogens, heavy metals and metal salts. Damaged units may produce hydrazoic acid if exposed to liquids.

Failure to comply with these instructions may result in fire, noxious fumes and severe personal injury or death.

Fire Hazard Information

Thermal decomposition or combustion may produce dense smoke and other dangerous fumes which in fire situations form a highly toxic explosive.

In the event of a fire, the surrounding area must be evacuated and all personnel kept well upwind of the area.

Full fire fighting protective gear and a self contained breathing apparatus operating in positive pressure mode must be worn for combating fire. Material near the fire must be cooled with water spray to prevent ignition.

Fires should be allowed to burn themselves out if not threatening to life or property. If fire is threatening to life or property, use copious quantities of water to extinguish.

Ventilation

Local exhaust ventilation designed by a professional engineer should be provided if vapours, fumes or dusts are generated whilst working with the airbag module.

Respiratory Precautions

To prevent the inhalation of dangerous fumes and dusts, an approved mask should be worn.

Eye Protection

Chemical protective goggles are recommended where there is a possibility of eye contact with the propellant. Safety glasses with side shields are recommended for all other operations.

Protective Clothing

Approved protective gloves, overalls and shoes/boots should be worn.

Handling and Storage Precautions

Do not store airbag modules near live electrical equipment or circuitry. Store in a dry environment at ambient temperatures.

Good housekeeping and engineering practices should be employed to prevent the generation and accumulation of dusts. Store in compliance with all local state and federal regulations.

Driver and Passenger Airbag Modules

Assembly/Removal/Service Instructions

WARNING: In the event of a vehicle impact where the airbags and the seatbelt pretensioner (if fitted) are deployed, the following actions **MUST** be performed:

Check the condition of the seatbelts, steering wheel, steering column, all connections to airbags, and the column switchgear connectors for integrity and damage. If in any doubt, replace suspected parts for new parts.

Replace both crash sensors, the safing sensor and the seatbelt pretensioner module (if fitted).

On completion of all repair procedures, switch on the ignition and check that the Airbag/SRS warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the airbag and pretensioner system self tests.

WARNING: Before starting work, ensure that the ignition switch is in position 'O' and the ignition key is removed. Disconnect the battery negative lead within 12 seconds of switching off the ignition to prevent the alarm system triggering.

As the airbag control module is equipped with a back-up power source and due to the risk of the airbag being inadvertently deployed, wait one minute or longer after disconnecting the battery before starting work on the airbag module.

- Disconnecting the battery negative cable cancels the memory for the 'one-touch' window down system and stops the vehicle clock. Reset the window memory and the clock when work is completed.
- Never use airbags from other vehicles, always use new parts.
- After work is completed, reconnect the battery and perform the airbag warning light check
- Never use electrical probes to check voltage or electrical resistance of the airbag modules.
- Disconnect the airbag before carrying out any work on, or in the vicinity of the module, or when using electric welding equipment.
- Always ensure that the battery negative lead has been disconnected for at least one minute before commencing any removal procedure.

Spillage and Leakage

If material is spilled or released, contact Aston Martin Technical Support for advice on clean-up procedures. All personnel must be kept away from the contaminated area.

Do not dispose of contaminated propellant or water into storm or sanitary sewers, ground water or soil.

Spills may be reportable to state and/or federal authorities.

Materials must be disposed of by incineration or chemical oxidation under carefully controlled conditions by specially trained individuals and in accordance with local state and federal regulations.

Scrapping Vehicles with Live Airbags

When scrapping a vehicle with live airbags, first deploy the airbags in accordance with the following procedure. This procedure assumes that the airbag wiring is undamaged

See Handling/Safety Information.

If the airbags are to be removed, see the airbag module assembly/removal/servicing instructions.

Equipment required:

Four insulation displacement connectors (scotchlocks).

Charged 'slave' battery.

Two 10 metre lengths of 1mm² wire fitted with crocodile clips on one end.

Procedure

WARNING: The deployment procedure must be carried out outdoors away from other personnel.

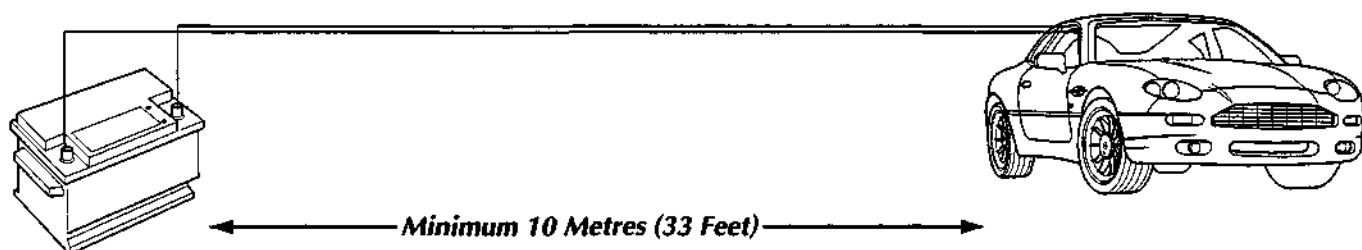
1. Remove any loose debris from around the airbag modules and ensure that no flammable liquids are present.
2. Disconnect the vehicle battery.

WARNING: Always connect to the airbag first, as the bag will deploy immediately on connection to the battery.

3. Remove the passenger side airbag deployment door and underscuttle panel.
4. Remove the drivers side underscuttle panel.
5. Disconnect the airbag connector for the spiral cassette under the fascia and at the wire (drivers side).
6. Locate the harness connectors and cut the wires leading from the airbag just above the mating plug (passengers side).

Note: The harness connected between the driver's airbag and the connector has one red feed wire and one grey/orange return wire. The harness connected between the passenger's airbag and the connector has one blue/orange feed wire and one pink/black return wire.

WARNING: Make the battery connections last.
The airbag will deploy as the battery connections are made.



7. Pass the cut ends of the two 10 metre (33ft) link wires through an open window and connect using two scotchlocks to the feed and return wires for one airbag.
8. Close the vehicle doors and leave the window with the link wires open.
9. Check that no personnel are in the car or in the area around the car. Warn personnel in adjacent areas of the impending airbag deployment.
10. Move back 10 metres (33ft) and connect the link harness crocodile clips to the positive and negative terminals of the slave battery; the airbag will deploy immediately.
11. Allow the deployed unit to cool for at least 20 minutes and monitor continuously to ensure that the heat generated during deployment does not create a fire with spilled liquids or other debris.
12. Using all appropriate safety precautions (see all warnings and precautions after the 'Safety Precautions and Warnings' Heading), enter the vehicle and cut the link harness wires from the deployed airbag.
13. Using two new scotchlocks, connect the link harness to the feed and return wires for the second airbag and deploy it by repeating steps 7 to 11 of this procedure.
14. The vehicle may now be scrapped in the normal manner with the deployed airbag modules installed.
15. In the event of any problems or queries, contact Aston Martin Lagonda Limited - Technical Services Department.

Scrapping Vehicles with Deployed Airbags

When scrapping a vehicle with a deployed airbag, first check that all installed airbags have been deployed or removed.

In the event that only one airbag has been deployed, it must be assumed that the second airbag is still live and therefore must be treated using the 'Scrapping Vehicles with Live Airbags' procedure.

When it is verified that both airbags have been deployed or removed, the vehicle may be scrapped in the normal manner.

Disposal of Live Airbags

Modules removed/renewed by Aston Martin dealers are to be deployed using the following procedure.

WARNING: Never use a customer's vehicle to deploy airbags.

Equipment Required:

Link harness
'Slave' battery
Safety goggles to BS 2092 grade 2 or equivalent
Rubber gloves to PrEN 374 class 2 or equivalent
Ear protectors
Particulate respirator to EN 149 grade FFP 25
Deployment cage

Note: If you do not have access to a deployment cage, please contact Aston Martin Lagonda Limited Technical Support Department for advice.

Procedure

This procedure must be performed outdoors, away from other personnel.

1. Remove any loose debris from around the airbag and ensure that no flammable liquids are present.
2. Assemble the disposal cabinet and fit the airbag as shown in figure 1 in line with the following procedures:
 - a) Remove the mesh guard from the rig frame.
 - b) Attach the guard to the frame by bolting the hinges to the frame.
 - c) Ensure the relevant plate is fitted and rotate into position.
 - d) Fit and secure the airbag module onto the plate.
 - e) Clamp the plate down using the two toggle clamps.
 - f) Close the mesh guard.

Note: The harness connected between the driver's airbag and the connector has one red feed wire and one grey/orange return wire. The harness connected between the passenger's airbag and the connector has one blue/orange feed wire and one pink/black return wire.

3. Connect the 10 metre (33ft) link harness to the airbag.
4. Ensure that no personnel are in the vicinity of the cabinet.

5. Move 10 metres (33ft) and connect the link harness crocodile clips to the 'slave' battery; the airbag will deploy immediately.
6. Allow the unit to cool for at least 20 minutes.
7. Open the mesh guard and remove the deployed airbag module.

Note: Should the design of your deployment cage differ from that described above, please contact the cage manufacturer for advice on mounting the airbag.
8. Seal the deployed module into a plastic bag ready for disposal.
9. In the event of any problems or queries, contact Aston Martin Lagonda Limited - Technical Services Department.

Disposal of Deployed Airbags

Deployed airbags are to be disposed of as special waste and disposal must comply with local environmental requirements. If in any doubt, contact the local authority for disposal instructions.

Note: The storage, transportation, disposal and/or recycling of airbag module components must be performed in accordance with all applicable federal, state and local regulations including, but not limited to, those governing building and fire codes, environmental protection, occupational health and safety and transportation.

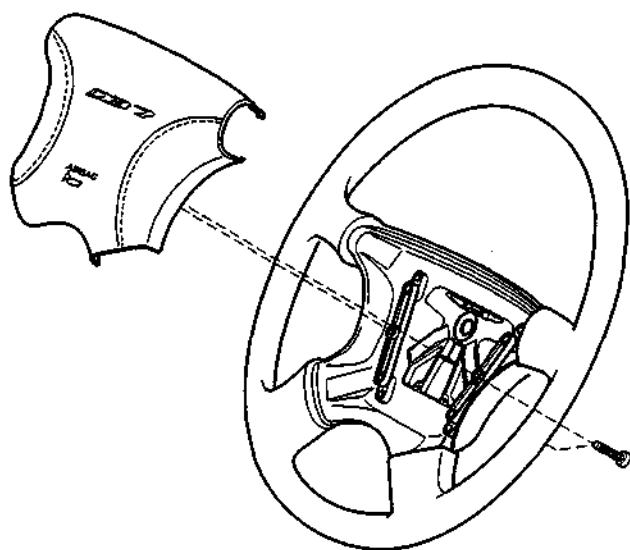
Modules removed and deployed by Aston Martin Dealers are to be returned to Aston Martin Lagonda Limited for disposal following prior consultation.

4.5.01.3 Driver's Airbag Module Renew

Read and adhere to all warnings and safety procedures quoted at the start of this section when working on airbag modules.

1. Ensure that the steering system is centralised and that the steering wheel is in the lowest tilt position.
2. Disconnect the vehicle battery and insulate the battery lead to avoid accidental reconnection. Wait for at least one minute before proceeding with work on the removal of the airbag.

Note: The vehicle battery must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.



3. Insert the ignition key and turn to position I. Turn the steering wheel to the left, 90° from its straight ahead position, and loosen the first module securing torx screw.
4. Turn the steering wheel 180° to the right and loosen the second module securing torx screw.
5. Carefully remove the module from the steering wheel and disconnect the airbag module multi-plug.
6. To ensure personal safety, double check that the battery is still disconnected and the battery lead safely insulated. Connect the new airbag module multi-plug. Fit and align the new module to the steering wheel and tighten the two securing torx screws. Return the steering to the straight ahead position.
7. Remove the battery lead insulation and reconnect the battery lead.

Note: The vehicle clock and the window control unit will need resetting after completion of this procedure.

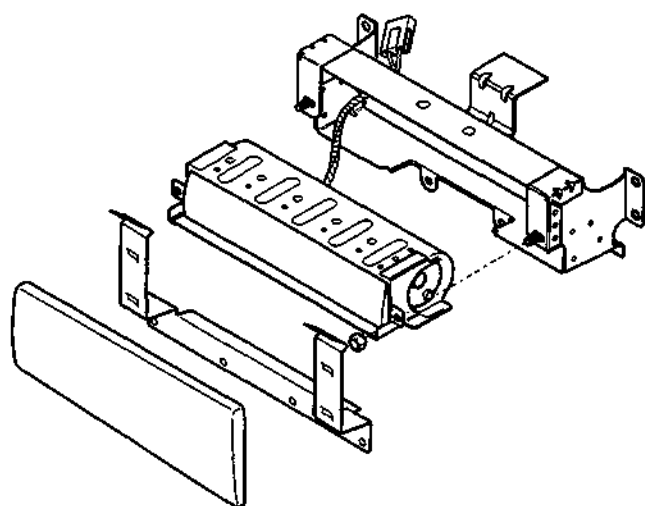
8. Switch on the ignition and check that the airbag warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the airbag system self tests.

7.8.02.6 Passenger's Airbag Module Renew

Read and adhere to all warnings and safety procedures quoted at the start of this section when working on airbag modules.

1. Disconnect the battery and wait for at least one minute before proceeding with the airbag removal.

Note: The vehicle battery must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.



2. Open the passenger airbag deployment door.
3. Release four nuts and remove the airbag module.
4. Disconnect the airbag harness multi-plug.
5. Connect and fit the new module and secure with four nuts.
6. Refit the airbag deployment door.

Note: The vehicle clock and the window control unit will need resetting after completion of this procedure.

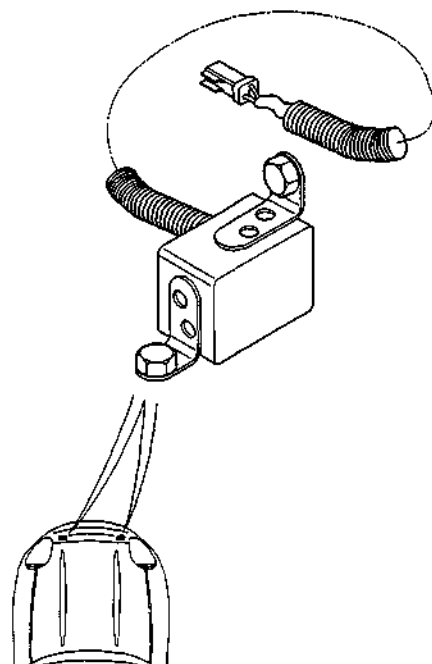
7. Reconnect the battery. Switch on the ignition and check that the airbag warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the airbag system self tests.

6.1.23.1/6.2.10.1 Airbag Crash Sensors Renew

Read and adhere to all warnings and safety procedures quoted at the start of this section when working on the airbag system.

1. Disconnect the battery and wait for at least one minute before working on the airbag system.

Note: The vehicle battery must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.



2. Raise the vehicle on a ramp and remove the relevant front roadwheel and wheel arch liner.
3. Disconnect the sensor connector and feed the protected loom forward through the body aperture.
4. Open the bonnet and release two bolts securing the crash sensor to the body.
5. Fit and secure the new sensor and feed the sensor loom back through the body aperture.
6. Reconnect the sensor. Refit the wheel arch liner and the roadwheel.

Note: The vehicle clock and the window control unit will need resetting after completion of this procedure.

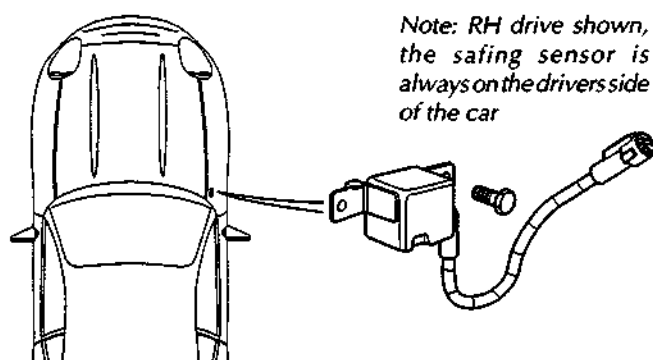
7. Reconnect the battery, switch on the ignition and check that the airbag warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the airbag system self tests.

6.4.21.2 Airbag 'Safing' Sensor Renew

Read and adhere to all warnings and safety procedures quoted at the start of this section when working on the airbag system.

1. Disconnect the battery and wait for at least one minute before working on the airbag system.

Note: The vehicle battery must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.



2. Open the drivers door and remove the lower 'A' post trim.
3. Release two screws retaining the airbag safing sensor.
4. Disconnect and remove the airbag safing sensor.
5. Connect and secure the replacement sensor. Replace the 'A' post trim.

Note: The vehicle clock and the window control unit will need resetting after completion of this procedure.

6. Reconnect the battery, switch on the ignition and check that the airbag warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the airbag system self tests.

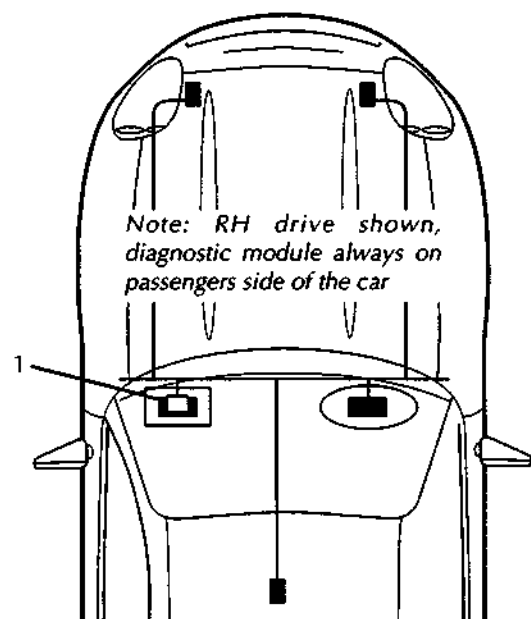
6.4.21.1 Airbag Diagnostic Module Renew

Read and adhere to all warnings and safety procedures quoted at the start of this section when working on the airbag system.

1. Disconnect the battery and wait for at least one minute before working on the airbag system.

Note: The vehicle battery must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.

2. Disarm the airbags (6.4.21.4).
3. Remove the facia assembly.



4. Disconnect the airbag control module (Fig 1-1). Release the module from the top of the airbag carrier assembly and remove the module.
5. Refit and secure the replacement airbag control module and connect the harness connector.
6. Refit the facia assembly.
7. Rearm the airbags (6.4.21.4).

Note: The vehicle clock and the window control unit will need resetting after completion of this procedure.

Airbag System Diagnostics

System Description

The airbag system installation comprises:

- Airbag Diagnostic Module
- Driver and passenger airbag modules
- Two front impact (crash) sensors
- One 'safing' sensor
- Dedicated wiring harness
- SRS indicator/warning lamp

The system is designed to provide protection for both driver and front seat passenger by automatically deploying airbags in the event of a collision during forward travel.

In the event of a collision, the crash and safing sensors will operate, completing the firing circuit and causing the airbags to inflate within 32 milliseconds. At least one crash sensor and the safing sensor must operate to fire the airbags.

Any faults in system components, installation or wiring will be indicated by a flashing code on the SRS/AIRBAG warning lamp. Fault code information may also be monitored using the PDU or scan tool.

Component Descriptions

Airbag Diagnostic Module

The airbag diagnostic module is mounted on top of the passenger airbag mounting cage. The diagnostic module contains the microprocessor which is connected to the complete airbag system. The state of the three system sensors, the two airbag modules and the wiring harness is constantly monitored by the microprocessor for faults and for sensor activation (crash) conditions.

The diagnostic module also confirms correct supply voltage by comparing a direct battery voltage input with a similar input via the ignition switch.

The diagnostic module contains a reserve power supply, enabling the airbags to fire even if the supply voltage is lost due to collision damage. The reserve power charge will be retained for approximately one minute if the positive battery supply is lost in a collision. An auxiliary internal circuit known as the 'dwell enhancer' provides a temporary ground if normal system ground was lost in a collision.

Wiring Harness

A dedicated electrical wiring harness is used to connect all system components to the bulkhead harness. To allow free movement of the steering mechanism, a cable reel cassette is used to connect the drivers airbag in the steering wheel to the airbag harness on the steering column.

Airbag Modules

The two airbag modules contain a charge of sodium azide/copper oxide which will generate a sufficient volume of nitrogen gas to fully inflate the airbag when ignited by an electrical impulse. The volume of gas is greater in the passenger side airbag due to its larger size.

Both airbag modules, including the surrounding trim of the drivers airbag, are non-serviceable and once deployed, must be renewed as a complete assembly.

Crash and Safing Sensors

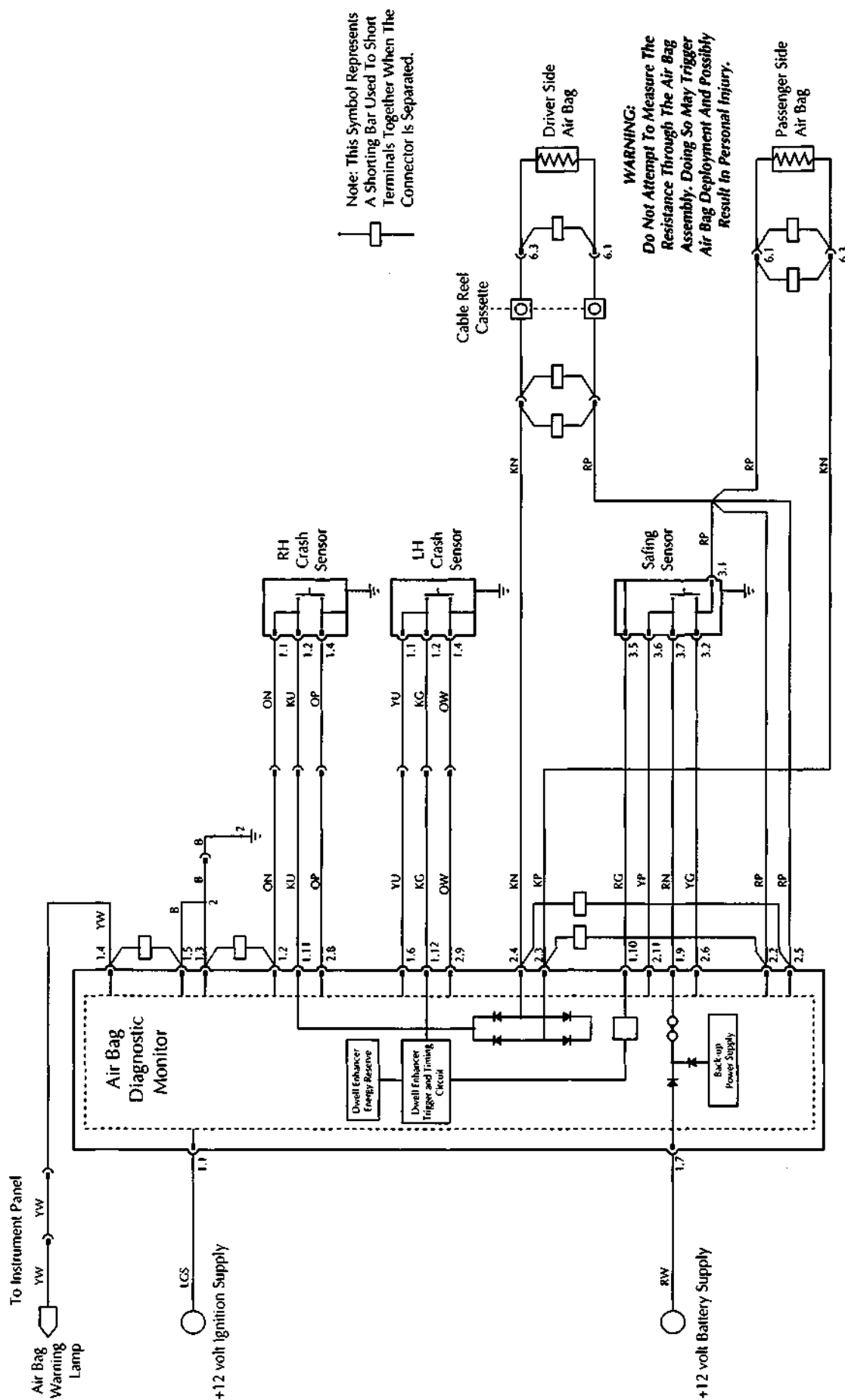
The two crash sensors are mounted one at either side of the bumper mounting cross member, outside of the bonnet hinges.

The safing sensor is mounted in the base of the drivers side 'A' post.

The two crash sensors and the safing sensor determine when airbag deployment is necessary in a crash condition.

The sensor contacts will only close when the vehicle suffers a forward impact of sufficient force. At least one crash sensor and the safing sensor contacts must close before the airbags will deploy. The double trigger strategy is used to prevent deployment during trivial impacts such as contacts during parking.

Air Bag System Wiring Diagram



6.4.21.4 Airbag Disarming/Arming Procedures

WARNINGS AND CAUTIONS:

WARNINGS:

Disarm the airbags by disconnecting the battery ground (black) lead, waiting one minute and then removing the airbag modules before servicing of any airbag or steering column component.

After disconnecting the battery ground lead, allow a minimum of one minute delay for the back-up power supply to discharge before servicing the airbag system.

The system components are non-serviceable, if faults are suspected, change components for new items only.

Failure to observe the above procedures may result in accidental deployment of the airbags.

Always wear safety glasses when working on airbag equipped vehicles.

Personnel carrying an airbag module must ensure that the module and trim cover are pointing away from the body. When positioning on a bench or work surface, ensure that the airbag module and trim cover face upwards to limit motion on accidental deployment.

Always wear gloves when handling deployed airbag modules. Deposits of sodium hydroxide may be present on the module surface. If sodium hydroxide contacts any area of the skin, wash the affected area immediately with mild soap and water. Dispose of the deployed airbag using the correct procedures referred to in this section.

Cautions:

When scrapping vehicles, ensure that the airbags have been deployed (see Scrapping Vehicles with Live Airbags).

If a component has been renewed and the fault does not clear, refit the original item and repeat the diagnostic procedure.

After servicing, repeat the diagnostic procedures to ensure correct system operation.

Renew the airbag module if the surrounding trim panels are damaged. Do not attempt to repaint trim covers as paint may damage cover material.

Disarming the Airbags

WARNING: Carry out the following disarming procedure before attempting any work on the vehicles electrical systems.

Note: The battery ground (black) lead must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.

1. Disconnect the battery ground lead. Allow a minimum of one minute delay for the back-up power supply to discharge.
2. Remove the drivers side airbag module and replace it with an airbag simulator from the simulator kit (Pt No. 43.27028).
3. Remove the passengers airbag module and replace it with an airbag simulator from the simulator kit.
4. Reconnect the battery ground.

Rearming the Airbags

WARNING: Carry out the following procedure to rearm and check the airbags after completing all work on the vehicles electrical systems.

Note: The vehicle battery must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.

1. Disconnect the battery ground lead. Allow a minimum of one minute delay for the back-up power supply to discharge.
2. Remove the drivers side airbag simulator and replace it with the drivers airbag module. Secure the airbag module with the two captive torx screws.
3. Remove the passengers side airbag simulator and replace it with the passenger side airbag module. Secure the module with four nuts and washers. Close the passenger side airbag door.
4. Reconnect the battery ground.
5. Switch on the ignition and check for correct indications from the SRS/AIRBAG warning light. The SRS/AIRBAG lamp should come on after a brief delay and remain on for approximately six seconds during the airbag system self check. The lamp will extinguish upon satisfactory completion of the self check, or will flash a diagnostic code if an airbag system fault is detected. Continuous illumination of the warning lamp may indicate a seatbelt pretensioner fault

Note: Reset the clock and window ECUs on completion.

Airbag Diagnostic Module Fault Codes

Fault codes may be extracted in one of two ways:

Through the upper diagnostics connector using the PDU, or as a series of flashes of the SRS/AIRBAG warning lamp.

Each series of flashes represents a two digit number, representing a fault code from the list below which is recorded in priority order (i.e. If two faults are present, the code nearest the top of the list will flash. Clear the first code, then the second code will flash). Fault analysis procedures for each code are included on the following pages.

- No Airbag warning lamp - Inoperative airbag warning lamp or no ignition voltage to the diagnostic module
- Continuous airbag warning lamp - Diagnostic module disconnected or inoperative, or a seatbelt pretensioner fault (see pretensioner diagnostics).
- 12 Low battery voltage
- 13 Airbag circuit shorted to ground
- 14 Front crash sensor circuit shorted to ground
- 21 Safing sensor incorrectly mounted in the vehicle
- 22 Safing sensor output circuit shorted to battery voltage
- 23 Safing sensor input feed/return open circuit
- 24 Safing sensor output feed/return open circuit
- 32 Drivers side airbag circuit high resistance or open circuit
- 33 Passengers side airbag circuit high resistance or open circuit
- 34 Drivers side airbag circuit low resistance or short circuit to ground
- 35 Passenger side airbag circuit low resistance or short circuit to ground
- 41 Front right crash sensor feed/return open circuit
- 42 Front left crash sensor feed/return open circuit
- 44 Front right crash sensor incorrectly mounted on the vehicle
- 45 Front left crash sensor incorrectly mounted on the vehicle
- 51 Diagnostic module internal fuse intermittent or short circuit to ground
- 52 Back-up power supply - overvoltage fault
- 53 Front crash sensor circuits resistance to ground or internal diagnostic module failure
- Rapid continuous flashing of the airbag lamp (no fault code)- all front crash sensors disconnected

Airbag Diagnostic Module Connector

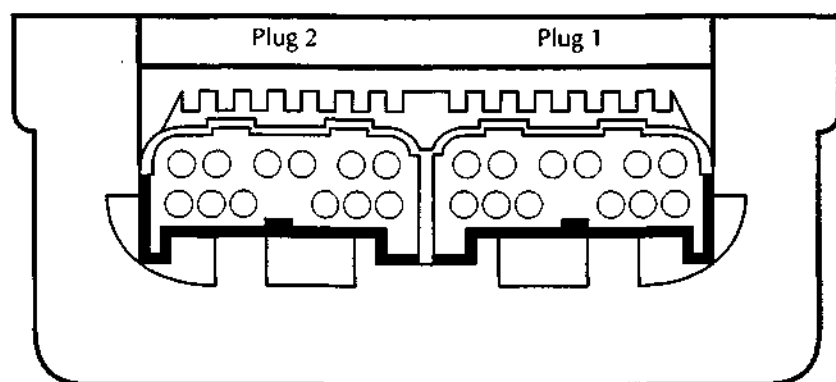
The wiring to the airbag diagnostic module passes through two plugs into a single socket. Plug 1 is grey coloured, plug 2 is black. To aid in fault analysis, the diagnostic module connector pins for plugs 1 and 2, and their functions are listed below:

Connector 1 - Grey Colour

Pin No.	Colour	Circuit
1-1	LGS	12V Ignition Supply
1-2	ON	RH Crash Sensor Monitor
1-3	B	Ground
1-4	YW	Airbag Warning Lamp Output
1-5	B	Ground
1-6	YU	LH Crash Sensor Monitor
1-7	RW	12V Battery Power
1-8	-	Not Used
1-9	RN	Safing Sensor Input
1-10	RG	Safing Sensor Ground Monitor
1-11	KU	RH Crash Sensor Feed
1-12	KG	LH Crash Sensor Feed

Connector 2 - Black

Pin No.	Colour	Circuit
2-1	-	Not Used
2-2	RP	Passenger Airbag Module Feed
2-3	KP	Passenger Airbag Module Return
2-4	KN	Drivers Airbag Module Return
2-5	RP	Drivers Airbag Module Feed
2-6	YG	Safing Sensor Output Monitor
2-7	-	Not Used
2-8	OP	LH Crash Sensor Ground Monitor
2-9	OW	RH Crash Sensor Ground Monitor
2-10	-	Not Used
2-11	YP	Safing Sensor Feed
2-12	-	Test Input

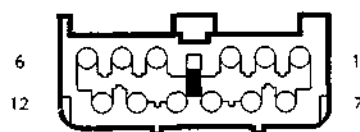


Connector 2/12-Way/Black

6	5	4	3	2	1
YG	RP	KN	KP	RP	-
12	11	10	9	8	7
-	YP	-	OW	OP	-

Connector 1/12-Way/Grey

6	5	4	3	2	1
YU	B	YW	B	ON	LGS
12	11	10	9	8	7
KG	KU	RG	RN	-	RW



No Airbag Warning Lamp

Inoperative lamp, lamp circuit or no ignition voltage to the diagnostics module

Normal Operation

The airbag warning lamp is designed to illuminate for approximately six seconds when the ignition is switched on. This period is allocated for satisfactory performance of the airbag system self test.

Note: The airbag warning lamp is driven by the instrument pack and not directly by the airbag diagnostic module.

The airbag diagnostic module requires an ignition supply to pin 1 to energise the airbag warning lamp circuit. If the warning lamp circuit is open, or the diagnostic module does not receive an ignition voltage at pin 1, the warning lamp will not illuminate.

Open circuit in the warning lamp supply, in conjunction with another system fault, will cause the diagnostic module to emit five tones every 30 minutes while the ignition is switched on. Repair the faulty circuit before further diagnosis.

Note: The diagnostic module will not emit the five tone signal if the warning lamp is open circuit and there is no system fault.

Possible Causes

Defective airbag warning lamp
Faulty wiring in the airbag warning lamp circuit
Loss of ignition voltage at diagnostic module pin 1.
Loss of ground at diagnostic module pin 3
Instrument pack fault

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Remove the instrument pack and check the airbag warning lamp.

If the lamp is good, go to step 2.

If the lamp is defective, replace it, switch on the ignition and check that the lamp is now on for approximately six seconds after ignition on.
2. Disarm the airbag system and fit airbag simulators (6.4.21.4).

3. Connect the PDU. Switch on the ignition. Measure the 12V ignition supply voltage from airbag diagnostic connector pin 1-1 (+) to chassis ground. If ignition voltage is present, go to step 6. If ignition voltage is not present, go to step 4.
4. Check fuse F15 passenger side fusebox RHD or F17 passenger side fusebox LHD (ignition supply to the diagnostic module pin 1-1). If the fuse is good, go to step 5. If the fuse is replaced, go to step 6.
5. Check for an open circuit on the YW wire from fuse F15 passenger side fusebox (F17 LHD) to diagnostic module pin 1-1. If continuity is good, isolate the fault in the 12V supply to fuse F15 (F17) and then go to step 9.
6. Measure the voltage from diagnostic module pin 1-1 to diagnostic module pin 1-3. If 12V is not present, isolate and service the open circuit in the diagnostic module ground to pin 1-3. Then go to step 7.
7. Switch the ignition off. Set up to measure the voltage from DM pin 1-4 to DM pin 1-5 during the first six seconds after ignition on.

Switch on the ignition, the warning light signal to the instrument pack should switch for six seconds after a brief delay.

If the signal does not switch, the diagnostic module is faulty. Replace the module, switch on the ignition and check that the airbag warning lamp does light for six seconds after ignition on.

If the signal does switch for approx. six seconds after ignition on, the fault is in the instrument pack or wiring. go to step 8.

8. Check continuity of the YW wire from diagnostic module pin 1-4 to instrument pack 16 way plug pin 2.

If continuity is good, service the instrument pack and then retest to ensure correct indication from the airbag warning lamp at ignition on.

If continuity is defective, service the wire and then retest to ensure correct indication from the airbag warning lamp at ignition on.
9. Disconnect the PDU, and rearm the airbags (6.4.21.4). Switch on the ignition and check for correct indications from the airbag warning lamp.

Continuous Airbag Warning Lamp

Inoperative lamp circuit or no ignition supply to the airbag diagnostic module.

Normal Operation

The airbag warning lamp is designed to illuminate for approximately six seconds when the ignition is switched on. This period is allocated for satisfactory performance of the airbag system self test. If after this period, the diagnostic module detects a fault within the system, the airbag warning lamp will begin to flash.

Note: The seat belt pretensioner system (if fitted) shares the airbag/SRS warning lamp with the airbag system. If a seat belt pretensioner fault is detected, the Airbag/SRS warning lamp will be permanently illuminated. Ensure that a permanently lit lamp is not the result of a pretensioner fault before carrying out fault analysis on the airbag system.

Poor connection or disconnection of the diagnostic module harness may cause a short circuit from DM pin 4 (warning lamp control) to pin 5 (ground) and cause permanent illumination of the warning lamp.

Faulty operation of the diagnostic module internal logic may fail to turn off the warning lamp control circuit and cause constant illumination of the warning lamp.

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Disarm the airbag system and fit airbag simulators (6.4.21.4). Reconnect the battery.
2. Inspect the instrument pack and diagnostic module connectors for damaged, pushed out pins, proper location etc.

If any defects are identified, service as necessary. Retest to ensure correct operation of the airbag warning light.

If the connector condition and security are good, reconnect the connectors and go to step 3.

3. Connect the PDU to the upper diagnostic socket and monitor the airbag warning lamp signal. Switch on the ignition.

If the signal is permanently low, suspect a short circuit to ground on the airbag warning lamp control line within the diagnostic module or from diagnostic module pin 1-4 to earth. Go to step 4.

If the signal switches low for six seconds after ignition on but the airbag warning lamp is permanently illuminated, suspect a fault in the output side of the instrument pack to the airbag warning lamp.

4. Disconnect diagnostic module plug 1 (slate) and withdraw the plastic locking wedge to prevent shorts to other circuits. Check continuity from pin 1-1 to ground.

If a short circuit to ground is detected, service the wiring as necessary. Replace the locking wedge, re-insert the connector. Switch on the ignition and check that the airbag warning lamp signal at pin 1-4 goes high six seconds after switching on the ignition and that the warning lamp extinguishes.

If no short circuit to ground is detected, the diagnostic module is faulty. Replace the diagnostic module. Switch on the ignition and check that the airbag warning lamp signal at pin 1-4 goes high six seconds after switching on the ignition and that the warning lamp extinguishes.

5. Switch off the ignition. Disconnect the battery. Rearm the airbags (6.4.21.4). Switch on the ignition and check for correct indications from the airbag warning lamp.

Airbag DM Fault Code 12

Low battery voltage

Normal Operation

The airbag diagnostic module (DM) monitors the voltage at pin 1-7 which should be equal to the battery voltage. If a voltage lower than 9 volts is detected at pin 1-7, the airbag warning lamp will be illuminated and fault code 12 will be flashed.

Possible Causes

Drop in battery voltage to DM pin 1-7 caused by:

- Open circuit to pin 1-7 from the battery
- Short circuit to ground on the battery feed circuit
- Safing sensor feed shorted to ground
- Safing sensor internal short to ground
- Faulty charge system draining the battery

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Complete a battery voltage test as follows:
 - a) Measure the battery voltage at the battery under KOEO and KOER conditions.
If the battery voltage is below 10.5 volts during KOEO or below 12.5 volts during the KOER tests, service the battery and charging system as necessary. Retest for airbag system fault code 12 and go to step 2 if the fault recurs.
2. Complete a 12 volts supply check at the diagnostic module:
 - a) Disarm the airbag system and fit airbag simulators (6.4.21.4)
 - b) Disconnect the airbag diagnostic module.
 - c) Switch on the ignition.
 - d) Measure the voltage between DM harness connector pin 1-7 (+) and harness connector pin 1-3 (-).
 - e) If battery voltage is not present, go to step 3.
If battery voltage is present at pin 1-7, renew the diagnostic module. Rearm and verify the airbag system.

3. Check the supply fuse as follows:
 - a) Check fuse F16 in the passenger side fusebox RHD (or F18 in passenger fusebox LHD).
If the fuse has not blown, check for an open circuit between battery positive and diagnostic module connector pin 1-7.
If the fuse has blown, Renew the fuse and/or repair the wiring and go to step 4.
4. Check for a short circuit as follows:
 - a) Switch off the ignition. With the airbag diagnostic module disconnected, measure the continuity to earth from diagnostic module connector pin 1-7 to ground.
If no short circuit is detected, go to step 5.
If a short to ground is detected, service the wiring as necessary. Reconnect the diagnostic module and retest to ensure that code 12 is cleared.
5. Check for a short circuit to ground on the safing sensor wiring as follows:
 - a) Check for a short circuit to ground at diagnostic module pin 1-9.
 - b) If a short is detected, disconnect the safing sensor and repeat the check at diagnostic module pin 1-9. If a short is still detected, service the wiring from diagnostic module pin 1-9 to safing sensor pin 7.
 - c) If no short circuit is detected, change the airbag diagnostic module. Reconnect the diagnostic module and retest to ensure that code 12 does not recur.
6. Rearm the airbags (6.4.21.4)

Airbag DM Fault Code 13

Airbag circuit short to ground

Normal Operation

The diagnostic module measures the voltage at pins 2-5 and 2-6. The voltage at these pins is dependant on charging system voltage as shown in the table below.

Pin 2-5	Pin 2-6	Charge Volts
2.3V	2.3V	9.0V
2.4V	2.4V	9.5V
2.5V	2.5V	10.0V
2.7V	2.7V	10.5V
2.8V	2.8V	11.0V
3.0V	3.0V	11.5V
3.1V	3.1V	12.0V
3.2V	3.2V	12.5V
3.4V	3.4V	13.0V
3.5V	3.5V	13.5V
3.7V	3.7V	14.0V
3.8V	3.8V	14.5V
4.0V	4.0V	15.0V
4.1V	4.1V	15.5V
4.3V	4.3V	16.0V

If the diagnostic monitor measures a voltage of 2.0 volts or less on pins 2-5 and 2-6, a fault code 13 will be generated and flashed to the instrument pack to be signalled on the airbag warning lamp. Voltages as low as 2.0 volts indicate a possible short to ground in these circuits.

When generating a code 13 the diagnostic module also generates a signal to blow its own internal thermal fuse. This action disables the airbag deployment circuit. The airbag diagnostic module fuse is non-repairable and the module must be replaced after repairing the short circuit. If the voltage at pins 2-5 and 2-6 returns to normal, fault code 51 (blown thermal fuse) will be stored in memory.

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Disarm the airbag system and fit airbag simulators (6.4.21.4)
2. Disconnect the airbag diagnostic module. Switch on the ignition.
3. Measure the continuity to ground at the following pins on the diagnostic module harness connector:
 - 2-2 Passenger airbag feed
 - 2-3 Passenger airbag return
 - 2-4 Drivers airbag return
 - 2-5 Drivers airbag feed
 - 2-11 Safing sensor feed

If no short circuit is detected, go to step 4.

If a short circuit is detected, disconnect the relevant airbag simulator or the safing sensor and repeat the continuity measurement to isolate the circuit fault. Service the wiring or replace the safing sensor as necessary. Fit a new airbag diagnostic module and rearm the airbags (6.4.21.4).

4. Check for intermittent short circuits in the cable reel cassette. Monitor the continuity to ground at pins 2-4 and 2-5 whilst rotating the steering from lock to lock in both directions.

If no short circuit is detected, go to step 5.

If a short circuit is detected, replace the column switchgear assembly. Fit a new airbag diagnostic module and rearm the airbags (6.4.21.4).

WARNING: Do not attempt to make any electrical measurements on the airbag modules. Any induced voltage can cause the airbag to deploy with the risk of personal injury.

5. Fit a replacement diagnostic module and replacement airbag modules.

Caution: Do not refit the old airbag modules. They may be faulty and would damage the new diagnostic module.

6. Rearm the airbag system (6.4.21.4).

Airbag DM Fault Code 14

Primary crash sensor circuit short to ground

Normal Operation

The diagnostic module measures the voltage at pins 1-2 and 1-6. The normal voltage at these pins is 10 volts (± 1 volt) with the ignition on, and battery voltage with the ignition off.

If the voltage at the airbag diagnostic module connector pins 1-2 or 1-6 drops below 5 volts, fault code 14 will be generated and the airbag warning lamp will be switched on. When generating a code 14 the diagnostic module also generates a signal to blow its own internal thermal fuse. This action disables the airbag deployment circuit. The airbag diagnostic module fuse is non-repairable and the module must be replaced after removing the short circuit. If the voltage at pins 1-2 and 1-6 returns to normal, fault code 51 (blown thermal fuse) will be logged.

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Disarm the airbag system and fit airbag simulators (6.4.21.4)
2. Disconnect the airbag diagnostic module and remove the plastic wedge from plug 1 (slate).

Note: The plastic wedge contains a shorting bar which would short together pins 1-3 (gnd), 1-11 and 1-2 when the plug is disconnected.

3. Measure the continuity to ground at the following pins on the diagnostic module harness connector:

- 1-2 RH crash sensor monitor
- 1-11 LH crash sensor feed
- 1-6 LH crash sensor monitor
- 1-12 RH crash sensor feed

If no short circuit is detected, go to step 4.

If a short circuit is detected, disconnect the relevant crash sensor and repeat the continuity measurement to isolate the circuit fault. Service the wiring or replace the crash sensor as necessary. Refit the plastic wedge to the diagnostic module connector. Fit a new airbag diagnostic module and rearm the airbags (6.4.21.4).

Airbag DM Fault Code 21

Safing sensor insecure mounting.

Normal Operation

The diagnostic module measures the resistance between pins 1-10 (safing sensor case ground) and 1-3 (monitor reference ground) at the diagnostic module connector. If the resistance is greater than 2Ω a fault code 21 will be generated and the airbag warning lamp will be switched on.

Note: a good ground connection is vital. The wire from pin 1-1 is riveted to the safing sensor case and the case must be securely grounded to the vehicle body.

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic connector and check for continuity from pin 1-3 to chassis ground.

If continuity is good, go to step 3.

If the resistance reading is 2Ω or more, service the diagnostic module ground circuit to pin 1-3 as necessary. Confirm a good ground path between pins 1-10 and 1-3. Clear the code 21 and rearm the airbags (6.4.21.4).

3. Check for continuity between pins 1-10 and chassis ground at the safing sensor.

If the resistance is above 2Ω , check for continuity from the safing sensor connector pin 5 to chassis ground. Also check the safing sensor mounting for corrosion, dirt or loose fixings. Service the wiring and/or clean and secure the sensor mounting as necessary. If a satisfactory ground is not achieved, replace the safing sensor.

4. Make a final continuity test from diagnostic module connector pin 1-3 to 1-10 to ensure a satisfactory ground path. Reconnect the diagnostic module. Clear the code 21. Rearm the airbags (6.4.21.4).

Airbag DM Fault Code 22

Safing sensor output circuit shorted to battery voltage.

Normal Operation

The diagnostic module measures the voltage at pin 2-5 (airbag module feed) and 2-6 (safing sensor output monitor) at the diagnostic module connector. The voltage at these pins is dependant on charging system voltage as shown in the table below. If the voltage at either pin exceeds 5 volts, a fault code 22 will be generated.

Pin 2-5	Pin 2-6	Charge Volts
2.3V	2.3V	9.0V
2.4V	2.4V	9.5V
2.5V	2.5V	10.0V
2.7V	2.7V	10.5V
2.8V	2.8V	11.0V
3.0V	3.0V	11.5V
3.1V	3.1V	12.0V
3.2V	3.2V	12.5V
3.4V	3.4V	13.0V
3.5V	3.5V	13.5V
3.7V	3.7V	14.0V
3.8V	3.8V	14.5V
4.0V	4.0V	15.0V
4.1V	4.1V	15.5V
4.3V	4.3V	16.0V

Possible Causes

- A short between pins 2-5 or 2-6 and another wire. (The wiring to the safing sensor carries voltages above 5 volts).
- A short between the cable reel cassette circuit and other 12 volt circuits at the steering column head.
- A short across the normally open contacts of the safing sensor.
- Vehicle charging system voltage too high. If the generator output is greater than 17V, fault code 22 may be logged.

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).

2. Check the voltage at the battery with the engine running at approximately 1500 rpm.

If the voltage is 14.8 ± 0.5 volts, the charging voltage is within specification, go to step 3.

If the voltage is significantly above 14.8 volts (the voltage regulator set point) service the charging system. Clear the code 22. Rearm the airbags (6.4.21.4)

3. Check in the area of the diagnostic module connector for harness damage which could cause a short circuit to 12 volts. (Note: The airbag system harness runs are sheathed in black plastic protection and harness damage is unlikely.)

If no harness damage is evident, go to step 4.

If harness damage is identified, service the wiring as necessary. Clear the code 22. Rearm the airbags (6.4.21.4).

4. Switch on the ignition. Monitor the voltage at pins 2-5 and 2-6 whilst rotating the steering from lock to lock in both directions.

If the voltage at both pins remains below 5.0 volts, go to step 5.

If the voltage rises to above 5.0 volts, service the cable reel cassette or wiring as necessary. Clear the code 22. Rearm the airbags (6.4.21.4).

5. With the ignition on, check the voltage at pins 2-5 and 2-6 whilst manipulating the bulkhead and safing sensor harnesses.

If the voltage rises above 5.0 volts, service the wiring fault in the harness area being manipulated at the time the voltage rise occurred.

If no voltage rise occurs, fit a new safing sensor as the most likely cause of the code 22. Clear the code 22 and rearm the airbags (6.4.21.4).

Airbag DM Fault Code 23

Safing sensor input - battery feed/return open circuit.

Normal Operation

The diagnostic module measures the voltage on diagnostic module pin 1-9 at all times. The voltage can be as high as 25 volts when the backup power supply is fully charged.

Pin 1-9 is connected to pin 2-11 inside the safing sensor and the voltage on both these pins should be the same. If the voltage on pin 2-11 falls below the voltage on pin 1-9, a code 23 is generated.

Possible Causes

- Open circuit in the wiring to diagnostic module pin 1-9.
- Open circuit in the wiring to diagnostic module pin 2-11.

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic connector and the safing sensor connector. Check for continuity from DM pin 1-9 to safing sensor harness connector pin 7 and from DM pin 1-11 to safing sensor harness connector pin 6.

If the continuity of both leads is good, go to step 3.

If a continuity fault is detected, repair the wiring as necessary. Reconnect all components. Clear the code 23. Rearm the airbags (6.4.21.4).

3. Check the continuity between pins 6 and 7 of the safing sensor.

If the continuity is good, replace the diagnostic module. Rearm the airbags (6.4.21.4).

If a continuity fault is detected, replace the safing sensor. Reset the code 23. Rearm the airbags (6.4.21.4).

Airbag DM Fault Code 24

Safing sensor output - battery feed/return open circuit.

Normal Operation

The diagnostic module measures the voltage on diagnostic module pins 2-5 and 2-6 the voltage varies with the vehicle charge level as shown in the table below:

Pin 2-5	Pin 2-6	Charge Volts
2.3V	2.3V	9.0V
2.4V	2.4V	9.5V
2.5V	2.5V	10.0V
2.7V	2.7V	10.5V
2.8V	2.8V	11.0V
3.0V	3.0V	11.5V
3.1V	3.1V	12.0V
3.2V	3.2V	12.5V
3.4V	3.4V	13.0V
3.5V	3.5V	13.5V
3.7V	3.7V	14.0V
3.8V	3.8V	14.5V
4.0V	4.0V	15.0V
4.1V	4.1V	15.5V
4.3V	4.3V	16.0V

The diagnostic module also measures the voltage at pin 1-7 (battery input). Using the battery input voltage, the system can predict the expected voltage level on pins 2-5 and 2-6. If the voltage on pins 2-5 or 2-6 is higher or lower than expected, a fault code 24 will be declared.

Possible Causes

- Open circuit or high resistance in the wiring harness or safing sensor.
- Intermittent battery voltage on pin 1-7
- The resistance of the pin 2-5 to 2-6 circuit to ground. This circuit should be open to ground at all times.

Fault Analysis

WARNING: Read and adhere to all warnings and safety procedures at the start of this section when working on the airbag system.

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Probe the battery input voltage terminal 1-7. Start the engine and monitor the charge voltage level using a digital multimeter. Run the engine at idle speed and look for any instability in the voltage level. Run the engine at a constant medium speed and then at a constant high speed and repeat the observation for voltage instability.

If the voltage levels are stable, go to step 3.

If instability of the voltage level is observed, Investigate and rectify the problem in the charging circuit.

3. Switch off the ignition. Disconnect the diagnostic module and check for 0Ω continuity from pins 2-5 to 2-6.

If no resistance is detected, go to step 4.

If any resistance is detected between pins 2-5 and 2-6, service the wiring or safing sensor to achieve 0Ω continuity.

4. Measure the resistance to ground from pins 2-5 and 2-6.

If no short circuit is detected, replace the diagnostic monitor. Rearm the airbags (6.4.21.4).

If a short to ground is detected, service the wiring or safing sensor as necessary. Rearm the airbags (6.4.21.4).

Airbag DM Fault Code 32

Drivers airbag circuit high resistance or open circuit.

Normal Operation

The diagnostic module measures the resistance across pins 2-4 and 2-5 every time the ignition is switched on. The resistance should be 1.6 to 1.8Ω. This value is made up of the airbag 1.0Ω and the cable reel cassette windings 0.3-0.4Ω per winding. If the total resistance in the drivers airbag circuit exceeds 4.0Ω, fault code 32 will be declared and the airbag lamp will be illuminated.

Note: The resistance of the airbag simulator is 2.5Ω, therefore expect total resistance readings of 2.8 - 2.9Ω with the simulator fitted.

Caution: The drivers airbag and the cable reel cassette connectors contains shorting bars which short circuit pins 1 and 3 of the connectors when disconnected.

DO NOT REMOVE THE AIRBAG SHORTING BAR UNDER ANY CIRCUMSTANCES.

The harness shorting bars may be temporarily removed during the following resistance checks.

Possible Causes

- Excessive resistance in the cable reel cassette connections.
- Open circuit or high resistance in the cable reel cassette windings.
- Open circuit or high resistance in the wiring harness
- Open circuit or high resistance in the drivers airbag module.
- Defective diagnostic module.

WARNING: Do not attempt a direct resistance check on the airbag module. Accidental deployment can occur due to the induced voltage from the measuring equipment.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module and remove the plastic wedge from connector 2 (black). Measure the resistance between pins 2-4 and 2-5. The resistance should be 2.8 - 2.9Ω.

If the resistance is 2.8 - 2.9Ω, go to step 3.

If the resistance is not in the range 2.8 - 2.9Ω, isolate the continuity problem noting the following:

- a) Pin 2-4 is shorted to pin 2-5 by a shorting link when plug 2 of the diagnostic connector is removed. Removal of the plastic wedge from the plug will remove the short circuit.
 - b) Both halves of the cable reel connector have shorting links which will short pin 1 to pin 3 when the connection is removed. Removal of the plastic wedge from either half will remove the short circuit in that part of the wiring.
 - c) A shorting link is fitted in the airbag module connector. **Do not attempt to remove this shorting link or the plastic wedge. Do not attempt to measure the resistance of the airbag module.**
 - d) Carefully replace all plastic wedges on completion of the circuit checks.
3. The fault is therefore in either the airbag module or in the airbag diagnostic module.

Substitute a known good diagnostic module. If code 32 recurs with the airbag simulator fitted, there is a fault in the wiring.

If the fault code 32 does not recur, rearm the airbags (6.4.21.4) and retest.

If fault code 32 recurs with the airbag module fitted, the airbag module is faulty. Replace the drivers airbag module (4.5.01.3).

Airbag DM Fault Code 33

Passengers airbag circuit high resistance or open circuit.

Normal Operation

The diagnostic module measures the resistance across pins 2-2 and 2-3 every time the ignition is switched on. The resistance should be 0.9 to 1.1Ω. If the total resistance in the passengers airbag circuit exceeds 4.0Ω, fault code 33 will be declared and the airbag lamp will be illuminated.

Note: The nominal resistance of the airbag simulator is 2.5Ω, therefore expect a total circuit resistance reading of 2.4 - 2.6Ω with the simulator fitted.

Caution: The passenger airbag connector contains shorting bars which short circuit pins 1 and 3 of both sides of the connector when disconnected.

DO NOT REMOVE THE AIRBAG SHORTING BAR UNDER ANY CIRCUMSTANCES.

The harness shorting bar may be temporarily removed during the following resistance checks.

Possible Causes

- Open circuit or high resistance in the wiring harness
- Open circuit or high resistance in the passenger airbag module.
- Defective diagnostic module

WARNING: Do not attempt a direct resistance check on the airbag module. Accidental deployment can occur due to the induced voltage from the measuring equipment.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module and remove the plastic wedge from connector 2 (black). Measure the resistance between pins 2-2 and 2-3. The resistance should be 2.4 - 2.6Ω.

If the resistance is 2.4 - 2.6Ω, go to step 3.

If the resistance is not in the range 2.4 - 2.6Ω, isolate the continuity problem noting the following:

- a) In the diagnostic module connector, pin 2-2 is shorted to pin 2-3 by a shorting link when plug 2 of the diagnostic connector is removed. Removal of the plastic wedge from the plug will remove this short circuit.
 - b) At the airbag module harness connector, pin 1 is shorted to pin 3 when the airbag is disconnected. Removal of the plastic wedge from the plug will remove this short circuit.
 - c) The shorting link fitted in the airbag module connector will short pin 1 to pin 3 when the airbag is disconnected. **Do not attempt to remove this shorting link or the plastic wedge. Do not attempt to measure the resistance of the airbag module.**
 - c) Carefully replace all plastic wedges on completion of the circuit checks.
3. The fault is therefore in either the airbag module or in the airbag diagnostic module.

Substitute a known good diagnostic module. If code 33 recurs with the airbag simulator fitted, there is still a fault in the wiring or the simulator.

If the fault code 33 does not recur, rearm the airbags (6.4.21.4) and retest.

If fault code 33 recurs with the airbag module fitted, the airbag module is faulty. Replace the passengers airbag module (7.8.02.6).

Airbag DM Fault Code 34

Drivers airbag circuit low resistance or short circuit.

Normal Operation

The diagnostic module measures the resistance across pins 2-5 and 2-4 every time the ignition is switched on. The resistance should be 1.6 to 1.8Ω. This value is made up of the airbag 1.0Ω and the cable reel cassette windings 0.3-0.4Ω per winding. If the total resistance in the passengers airbag circuit falls below 0.7Ω, fault code 34 will be declared and the airbag lamp will be illuminated.

Note: The nominal resistance of the airbag simulator is 2.5Ω, therefore expect a total circuit resistance reading of 3.1 - 3.3Ω with the simulator fitted.

Caution: The drivers airbag connector contains shorting bars which short circuit pins 1 and 3 of both sides of the connector when disconnected.

DO NOT REMOVE THE AIRBAG CONNECTOR SHORTING BAR UNDER ANY CIRCUMSTANCES.

The airbag harness shorting bar may be temporarily disabled during the following resistance checks.

Possible Causes

- Poorly mated cable reel cassette connector. If the connector is poorly mated, the shorting bars may not be fully retracted.
- Faulty shorting bar may short circuit 2-4 and 2-5 together.
- Short circuit in the cable reel cassette windings.
- A short across the airbag terminals in the airbag module.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module and remove the plastic wedge from connector 2 (black). Measure the resistance between pins 2-5 and 2-4. The resistance should be 3.1 - 3.3Ω.

If the resistance is 3.1 to 3.3Ω, go to step 4.

If the resistance is below 3.1 - 3.3Ω, go to step 3.

3. Disconnect the cable reel cassette connector at the steering column and remove the plastic wedge. Measure the resistance from pins 2-4 and 2-5 at the diagnostic module connector.

If the resistance is infinity, check the cable reel cassette for short circuits. Replace the column switchgear assembly if necessary. Refit the plastic wedges. Reconnect the diagnostic module. Clear the code 34. Rearm the airbags (6.4.21.4).

If the resistance is less than infinity, replace the main airbag harness. Refit the plastic wedges. Reconnect the diagnostic module. Clear the code 34. Rearm the airbags (6.4.21.4).

4. Since the circuit resistance is in specification, the fault must lie in the diagnostic module or in the airbag module.

Substitute a known good diagnostic module. If code 34 recurs with the airbag simulator fitted, there is still a fault in the wiring or the simulator.

If the fault code 34 does not recur, rearm the airbags (6.4.21.4) and retest.

If fault code 34 recurs with the airbag module fitted, the airbag module is faulty. Replace the drivers airbag module (4.5.01.3).

Airbag DM Fault Code 35

Passengers airbag circuit low resistance or short circuit.

Normal Operation

The diagnostic module measures the resistance across pins 2-2 and 2-3 every time the ignition is switched on. The resistance should be 0.9 to 1.1Ω. If the total resistance in the passengers airbag circuit falls below 0.7Ω, fault code 35 will be declared and the airbag lamp will be illuminated.

Note: The nominal resistance of the airbag simulator is 2.5Ω, therefore expect a total circuit resistance reading of 2.4 - 2.6Ω with the simulator fitted.

Caution: The passengers airbag connector contains shorting bars which short circuit pins 1 and 3 of both sides of the connector when disconnected.

DO NOT REMOVE OR DISABLE THE AIRBAG CONNECTOR SHORTING BAR UNDER ANY CIRCUMSTANCES.

The airbag harness shorting bar may be temporarily disabled during the following resistance checks.

Possible Causes

- Poorly mated airbag harness connector. If the connector is poorly mated, the shorting bars may not be fully retracted.
- Faulty shorting bar may short circuit 2-2 and 2-3 together.
- A short across the airbag terminals in the passengers airbag module.

Fault Analysis

1. Disarm the airbag system and check the security of the passengers airbag module connector before disconnecting.

If the connector is secure, complete the disarming procedure, fit the airbag simulators (6.4.21.4). Go to step 2

If the connector is insecure, service as necessary, clear the code 35, rearm the airbags. Check that code 35 does not recur.

2. Disconnect the diagnostic module and remove the plastic wedge from connector 2 (black). Measure the resistance between pins 2-2 and 2-3. The resistance should be 2.4 - 2.6Ω.

If the resistance is 2.4 - 2.6Ω, go to step 4.

If the resistance is below 2.4 - 2.6Ω, go to step 3.

3. Disconnect the airbag simulator at the passengers airbag module and remove the plastic wedge from the harness connector. Measure the resistance between pins 2-2 and 2-3 at the diagnostic module connector.

If the resistance is infinity, the airbag harness is good at this time. Swap the airbag simulators at the drivers and passengers airbag connectors. Repeat the resistance check. If the resistance is less than infinity, there is a fault in the passengers airbag harness connector. Service the connector or replace the harness as necessary. Refit the plastic wedges. Reconnect the diagnostic module. Clear the code 35. Rearm the airbags.

If the resistance is less than infinity, service the bulkhead harness as necessary. Refit the plastic wedges. Reconnect the diagnostic module. Clear the code 35. Rearm the airbags (6.4.21.4).

4. Since the circuit resistance is in specification, the fault must lie in the diagnostic module or in the airbag module.

Substitute a known good diagnostic module. If code 35 recurs with the airbag simulator fitted, there is still a fault in the wiring or the simulator.

If the fault code 35 does not recur, rearm the airbags (6.4.21.4) and retest.

If fault code 35 recurs with the airbag module fitted, the airbag module is faulty. Replace the passengers airbag module (7.8.02.6).

Airbag DM Fault Code 41

Right hand crash sensor feed or return open circuit.

Normal Operation

The diagnostic module constantly measures the voltage at pins 1-2 and 1-11. The voltage should be 10 ± 1 volt. The two wires are connected together within the right hand crash sensor. If the voltage at 1-2 falls below that at 1-11, an open circuit has occurred. Fault code 41 will be declared and the airbag lamp will be illuminated.

Possible Causes

- Open circuit in the wires from diagnostic module pins 1-2 or 1-11 to the right hand crash sensor.
- An open circuit within the right hand crash sensor across pins 1 and 2 of the sensor connector.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module and check continuity between pins 1-2 and 1-11.

If the resistance is significantly greater than 0Ω , go to step 3.

If the circuit resistance is 0Ω , the fault is intermittent. Manipulate the harness, particularly in the area of the sensor connector and the crash sensor harness to bulkhead harness connector, to identify the location of the open circuit. Service the circuit as necessary.

3. Check the right hand crash sensor connector for security and service the connector if necessary.

If the connector is secure, disconnect and check continuity from pin 1 to pin 2 of the sensor.

If the resistance is high or an open circuit is detected, replace the crash sensor.

If the sensor continuity is good (0Ω), service the crash sensor loom or bulkhead harness as necessary to remove the high resistance or open circuit.

4. With the airbag simulators in circuit and all connectors in place, clear the code 41. Switch off and then on again to check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds.
5. Switch off and rearm the airbags (6.4.21.4)

Airbag DM Fault Code 42

Left hand crash sensor feed or return open circuit.

Normal Operation

The diagnostic module constantly measures the voltage at pins 1-6 and 1-12. The voltage should be 10 ± 1 volt. The two wires are connected together within the left hand crash sensor. If the voltage at 1-6 falls below that at 1-12, an open circuit has occurred. Fault code 42 will be declared and the airbag lamp will be illuminated.

Possible Causes

- Open circuit in the wires from diagnostic module pins 1-6 or 1-12 to the left hand crash sensor.
- An open circuit within the left hand crash sensor across pins 1 and 2 of the sensor connector.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module and check continuity between pins 1-6 and 1-12.

If the resistance is significantly greater than 0Ω , go to step 3.

If the circuit resistance is 0Ω , the fault is intermittent. Manipulate the harness, particularly in the area of the sensor connector and the crash sensor harness to bulkhead harness connector, to identify the location of the open circuit. Service the circuit as necessary.

3. Check the left hand crash sensor connector for security and service the connector if necessary.

If the connector is secure, disconnect and check continuity from pin 1 to pin 2 of the sensor.

If the resistance is high or an open circuit is detected, replace the crash sensor.

If the sensor continuity is good (0Ω), service the crash sensor harness or bulkhead harness as necessary to remove the high resistance or open circuit.

4. With the airbag simulators in circuit and all connectors in place, clear the code 42. Switch off and then on again to check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds.
5. Switch off and rearm the airbags (6.4.21.4).

Airbag DM Fault Code 44

Right hand crash sensor incorrectly mounted.

Normal Operation

The diagnostic module constantly measures the resistance between pins 2-8 (RH crash sensor ground) and 1-3 (airbag DM system ground). If the resistance rises above 2Ω , fault code 44 is declared and the airbag warning lamp is illuminated.

Possible Causes

- Loose sensor mounting or an accumulation of dirt or corrosion at the sensor mountings.
- An open circuit or loose wire from DM pin 2-8 to the sensor.
- An open circuit wire or loose rivet within the sensor.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module and check continuity between pins 1-3 and 2-8.

If the resistance is significantly greater than 0Ω , go to step 3.

If the circuit resistance is 0Ω , the fault is intermittent. Manipulate the harness, particularly in the area of the sensor connector and the crash sensor harness to bulkhead harness connector, to identify the location of the open circuit. Service the circuit as necessary.

3. Check the right hand crash sensor mounting for security and corrosion.

If neither problem is evident, go to step 4.

If either problem is evident, remove, clean and resecure the sensor. Reconnect the diagnostic module. Switch on and clear the code 44. Switch off and then on again to check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds.

4. Check the right hand crash sensor connector for security and service the connector if necessary.

If the connector is secure, disconnect and check continuity from pin 1 to pin 2 of the sensor.

If the resistance is high or an open circuit is detected, replace the crash sensor. Go to step 5

If the sensor continuity is good (0Ω), service the crash sensor harness or bulkhead harness as necessary to remove the high resistance or open circuit. Go to step 5.

5. With the airbag simulators in circuit and all connectors in place, clear the code 44. Switch off and then on again to check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds.
6. Switch off and rearm the airbags (6.4.21.4)

Airbag DM Fault Code 45

Left hand crash sensor incorrectly mounted.

Normal Operation

The diagnostic module constantly measures the resistance between pins 2-9 (LH crash sensor ground) and 1-3 (airbag DM system ground). If the resistance rises above 2Ω , fault code 45 is declared and the airbag warning lamp is illuminated.

Possible Causes

- Loose sensor mounting or an accumulation of dirt or corrosion at the sensor mountings.
- An open circuit or loose wire from DM pin 2-9 to the sensor.
- An open circuit wire or loose rivet within the sensor.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module and check continuity between pins 1-3 and 2-9.

If the resistance is significantly greater than 0Ω , go to step 3.

If the circuit resistance is 0Ω , the fault is intermittent. Manipulate the harness, particularly in the area of the sensor connector and the crash sensor harness to bulkhead harness connector, to identify the location of the open circuit. Service the circuit as necessary.

3. Check the left hand crash sensor mounting for security and corrosion.

If neither problem is evident, go to step 4.

If either problem is evident, remove, clean and resecure the sensor. Reconnect the diagnostic module. Switch on and clear the code 45. Switch off and then on again to check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds.

4. Check the left hand crash sensor connector for security and service the connector if necessary.

If the connector is secure, disconnect and check continuity from pin 1 to pin 2 of the sensor.

If the resistance is high or an open circuit is detected, replace the crash sensor. Go to step 5

If the sensor continuity is good (0Ω), service the crash sensor harness or bulkhead harness as necessary to remove the high resistance or open circuit. Go to step 5.

5. With the airbag simulators in circuit and all connectors in place, clear the code 45. Switch off and then on again to check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds.
6. Switch off and rearm the airbags (6.4.21.4)

Airbag DM Fault Code 51

Airbag diagnostic module - thermal fuse blown.

WARNING: *The diagnostic module will blow the internal fuse whenever a short circuit to ground occurs in the deployment circuits. It does not blow because of excessive current flow. The thermal fuse is not a serviceable item. No attempt should be made to replace or bypass the fuse.*

WARNING: *Do not install a new diagnostic module until the short has been located and corrected. A short which goes away before corrective action has been taken must be regarded as an intermittent fault. Installing a new diagnostic module when there is an intermittent fault will result in repeated diagnostic module failures and repeated repairs.*

Normal Operation

In order to prevent airbag deployment in the event of a short circuit to ground, the diagnostic module blows its internal fuse as soon as a short to ground is detected. This action removes all battery and back-up power from the deployment circuits. The diagnostic module will flag the higher priority codes 13 or 14 while the short to ground exists. If the short is intermittent and temporarily corrects itself, the diagnostic module will flag code 51. If the short to ground returns, the diagnostic module will again flag the higher priority code 13 or 14 instead of code 51.

Code 51 after Airbag Deployment

The internal wiring may be shorted to the metal airbag housings after the airbags are deployed. The diagnostic module will see this as a short to ground in the deployment wiring. It will flag a code 14 and blow the internal fuse. As the deployed airbags cool, the short circuit may rectify itself. The diagnostic module will then flag a code 51. This intermittent fault must be investigated and corrected.

Possible Causes

A short circuit to ground in any of the following:
DM pins 2-2, 2-5 or 2-6 to the safing sensor
DM pins 2-2, 2-5 or 2-3 to the passenger airbag
DM pins 2-2, 2-4 or 2-5 to the drivers airbag
DM pins 1-2 or 1-11 to RH crash sensor
DM pins 1-6 or 1-12 to LH crash sensor

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Inspect the connectors and terminals for any foreign metal objects or damaged terminals which could be the cause of the short circuit.

Check each of the circuits in the possible causes list and isolate the intermittent short circuit. Rectify the fault.

See the warnings above about replacement of diagnostic modules when intermittent shorts are present.

3. Replace the diagnostic module.
4. Reconnect all components and rearm the airbags (6.4.21.4).

Airbag DM Fault Code 52

Back-up power supply - voltage boost fault.

Normal Operation

A back-up power supply consisting of a capacitor and voltage booster is contained within the diagnostic module. The voltage booster charges the capacitor to 24 ± 1 volt when the ignition is on. The back-up power supply is connected to diagnostic module pin 1-9 via a diode. Since the resistance of pin 1-9 to ground is infinite, the capacitor has no discharge path and the back-up supply is maintained at a high voltage. The diagnostic module monitors this voltage and will flag a code 52 if a minimum of 23V is not achieved within 45 seconds of switching on the ignition.

Possible Causes

Low back-up supply voltage may be caused by:

- Partial or total short circuit of pin 1-9 to ground.
- Boost circuit failure within the diagnostic module.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Disconnect the diagnostic module. Check for a partial or permanent short circuit to ground from diagnostic module harness connector pin 1-9.

If no short circuit is detected, go to step 3.

If a short circuit is detected, service the wiring as necessary. Reconnect the diagnostic module. Clear the code 52. Rearm the airbags.

3. Using a high resistance digital multimeter, set up to measure the voltage from diagnostic module pin 1-9 to ground. Switch on the ignition.

If the voltage is in the range 24 ± 1 volt, the back-up power supply is good. Suspect an intermittent short circuit to ground and recheck the output circuit from pin 1-9.

If the voltage is below the range 24 ± 1 volt, replace the diagnostic module.

4. Rearm the airbags (6.4.21.4).

Airbag DM Fault Code 53

Internal diagnostic module failure.

Normal Operation

The diagnostic module constantly measures the voltage on pins 1-2, 1-6, 1-11 and 1-12. It should be 10 ± 1 volt. The voltage is regulated by a resistor within the diagnostic module and the resistance to ground of pins 1-2, 6, 11 and 12 should be infinite. The resistance across the normally open contacts of the crash sensors should also be infinite. If the resistance of the pins to ground or across the crash sensors becomes measurable, the voltage will drop. At between 5V and 10V the diagnostic module will recognise an internal voltage regulation failure and flag a code 53 fault and the airbag warning light will be illuminated.

Notes: A dead short to ground in the crash sensor circuits will drop the voltage below 5V and the diagnostic module will flag a code 14 fault.

The diagnostic module performs several self-tests as the ignition is switched on. If it fails any test, fault code 53 will be flagged.

Possible Causes

- A decrease in resistance from infinity between the primary crash sensor circuits and ground.
- An internal diagnostic module self-test failure.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Check each of pins 1-2, 1-6, 1-11 and 1-12 for continuity to ground.

If resistance of all circuits is infinity, go to step 3.

If any resistance other than infinity is detected, service the circuit wiring as necessary. Reconnect all connectors and switch on and clear all fault codes.

Switch off the ignition and then switch on again. Check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds on satisfactory completion of the airbag system self-check.

3. Rearm the airbags (6.4.21.4).

Airbag DM Fault Code 99

Rapid continuous flashing of the airbag warning light - Both front crash sensors disconnected.

Normal Operation

Each crash sensor has three wires. Two deploy the airbag and monitor the sensors connection to the diagnostic monitor. The third wire monitors the mounting of the sensor to the vehicle bodywork. A code 99 is declared if both sensors are disconnected and not properly grounded.

Fault Analysis

1. Disarm the airbag system and fit airbag simulators (6.4.21.4).
2. Check continuity of all circuits listed below and service as necessary.

LH Crash Sensor

DM Pin	Sensor Pin
1-6	1
1-12	2
2-9	4

RH Crash Sensor

DM Pin	Sensor Pin
1-2	1
1-11	2
2-8	4

Also check for correct grounding of the diagnostic module and the sensor cases.

3. Reconnect all connectors, clear fault code 99. Switch off the ignition and then switch on again. Check that the airbag warning lamp comes on at 'ignition on' and extinguishes after approximately six seconds on satisfactory completion of the airbag system self-check.
4. Rearm the airbags (6.4.21.4).

The Seat Belt Pretensioner System (where fitted)

Description

The DB7 seat belt pretensioner system operates the drivers seat belt pretensioner in conjunction with the Airbag system. The seat belt pretensioner control module is located under the right hand seat, beside the right hand seat control module.

The pretensioner control module calculates changes in vehicle speed using an input signal from an accelerometer. When a collision is detected (Rapid reduction in vehicle speed) and the safing sensor in the airbag system is also activated, the pretensioner charge is fired using electrical energy stored in a capacitor within the pretensioner control module. Firing of the pretensioner charge applies additional tension to the drivers seat belt.

The airbag and seat belt pretensioner systems share the SRS (Airbag) warning lamp. Any fault detected by the pretensioner control module is indicated by constant illumination of the SRS (Airbag) warning lamp. Flashing of the SRS warning lamp indicates a fault in the airbag system.

Should both systems develop faults, the pretensioner system will permanently illuminate the warning lamp. This would mask the airbag system warning indication. Therefore, rectify the pretensioner fault and then retest for faults in the airbag system

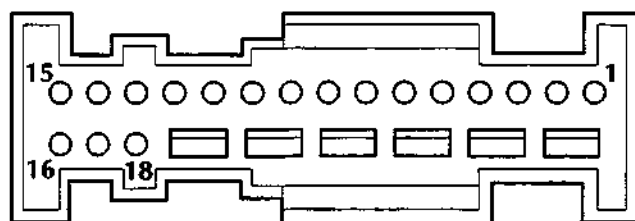
The pretensioner control module can log up to 10 diagnostic trouble codes together with a time since each fault was alerted to the driver. Each fault will be identified as 'Permanent' or 'Intermittent' on the PDU diagnostic trouble codes screen.

System Connections

DB7 is fitted with an Autoliv EC5 or RC5 Pretensioner Control Module. The Pretensioner Control Module has an 18 pin connector featuring six shorting bridges. The mating halves of the connector may be securely locked using a double mechanical locking system.

The following pins on the control module connector are used in the Aston Martin seat belt pretensioner system:

Pin 1	Ground
Pin 2	Airbag Warning Lamp
Pin 11	Drivers airbag positive
Pin 12	Drivers airbag negative
Pin 14	Serial communications
Pin 15	12 volt positive feed
Case	Ground



*Note: Pins 1 - 2, 3 - 4, 5 - 6, 7 - 8, 9 - 10 and 11 - 12 are shorted together by internal shorting links within the connector when it is disconnected. The short circuits may be temporarily overcome for fault analysis purposes by inserting a suitable **non-metallic** cheater (the same size as the pegs in the controller connector) into the rectangular hole opposite the relevant pair of pins.*

System Fault Strategy

No single fault may cause an unexpected deployment. The controller will supervise the pretensioner electrical system in order to warn the driver should a fault occur. Any fault detected by the self diagnostics shall cause the SRS/airbag warning lamp to be activated, and in some cases the pretensioner control module to enter shutdown mode. In shutdown mode, the energy of the reserve capacitors shall be discharged to avoid unintended deployment.

As the ignition is switched on, the pretensioner controller will directly discharge the energy capacitors. When the start up procedure is completed without detecting any faults, the DC/DC convertor will be activated allowing the capacitors to be charged. The system shall be fully active within 11 seconds after switching the ignition on providing that no faults are detected.

All system faults monitored by the controller are filtered in software to avoid fault warnings due to transient electrical disturbances.

If a fault which could lead to inadvertent deployment is detected by the microprocessor, a software shutdown will be generated. However, a leakage to an earth or positive potential in the pretensioner output circuit shall not cause the controller to enter shutdown mode.

If a permanent short of the ignition transistor occurs, a shutdown shall be generated by the hardware circuit. If a shutdown occurs, the system shall be unable to deploy the pretensioner after a period of 3 seconds (i.e. capacitors discharged to under minimum deployment voltage).

WARNING: To avoid the possibility of personal injury caused by accidental deployment of the pretensioner, disconnect the vehicle battery and wait at least 10 minutes for all voltages to fully discharge before working on the pretensioner system. This covers the possibility of the normal capacitor discharge circuits being inoperative and failing to discharge the capacitor when instructed to do so.

WARNING: Do not make any electrical measurements on the pretensioner squib. Electrical measurement devices can induce sufficient voltage to cause unintentional firing of the pretensioner assembly

If the module enters shutdown mode, all diagnostic functions are stopped, but the communications link remains active. A fault code corresponding to the cause of the problem may be read by the PDU.

Assembly/Removal/Service Instructions

WARNING: In the event of a vehicle impact where the airbags and the seatbelt pretensioner (if fitted) are deployed, the following actions **MUST** be performed:

Check the condition of the seatbelts, steering wheel, steering column, all connections to airbags, and the column switchgear connectors for integrity and damage. If in any doubt, replace suspected parts for new parts.

Replace both crash sensors, the safing sensor and the seatbelt pretensioner module (if fitted).

On completion of all repair procedures, switch on the ignition and check that the Airbag/SRS warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the airbag and pretensioner system self tests.

Vehicles for the North American, Australian and Japanese markets are fitted with drivers seat belt pretensioner systems and are fitted with a shorting plug in the yellow connector adjacent to the pretensioner control module. Vehicles for other markets do not have drivers seat belt pretensioners fitted but have a blanking plug in the yellow connector adjacent to the pretensioner control module.

6.6.26.1 Pretensioner Control Module - Renew

Read the warnings given in system fault strategy and service instructions on the previous page before starting the following procedure.

Procedure

1. Disconnect the battery ground (black) lead and wait at least 10 minutes for the pretensioner power supply to fully discharge before working on the pretensioner system.

Note: The vehicle battery must be disconnected within 12 seconds of switching off the ignition to avoid the alarm siren sounding.

2. Motor the right front seat to its rearmost position.
3. Remove the floor carpet and the ECU cover.
4. Disconnect the pretensioner control module connector (orange connector with black safety clip).
5. Remove 3 flange screws securing the module, noting the position of the earth strap.
6. Fit the new pretensioner control module with the connector facing to the rear and secure with 3 flange screws ensuring that the earth strap is secured with the outboard rear screw.
7. Connect the orange connector to the control module.
8. Refit and secure the ECU cover and the floor carpet.
9. Reconnect the battery ground (black) lead.

Note: The vehicle clock and the window control unit will need resetting after completion of this procedure.

10. Switch on the ignition and check that the airbag warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the pretensioner and airbag system self tests.

6.6.24.1 Pretensioner Assembly Renew

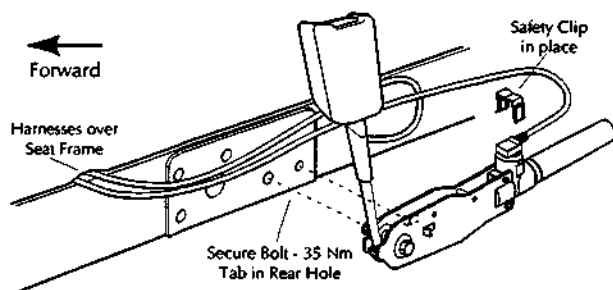
Read the warnings given in system fault strategy and service instructions on the previous page before starting the following procedure.

Procedure

1. Motor the drivers seat to its rearmost position. Disconnect the battery ground (black) lead and wait at least 10 minutes for the pretensioner power supply to fully discharge before working on the pretensioner system.

Note: Disconnect the battery within 12 seconds of switching off the ignition to avoid the alarm siren sounding.

2. Remove the pretensioner trim cover. Unbolt the drivers seat. Tip the seat rearwards and disconnect the seat and pretensioner squib connectors.
3. Release one bolt at the base of the seat belt stalk and remove the pretensioner assembly.
4. Ensure that the safety clip is fitted to the connector at the pretensioner squib. Fit the new assembly, locating the anti-rotation peg into the rear hole of the mounting bracket. Secure the assembly with one bolt. Torque the bolt to 35Nm.



5. Route the pretensioner lead between the seat and the frame. Reconnect the seat and pretensioner connectors. Ensure that the pretensioner connector safety clip is secured. Refit the drivers seat and loosely secure.

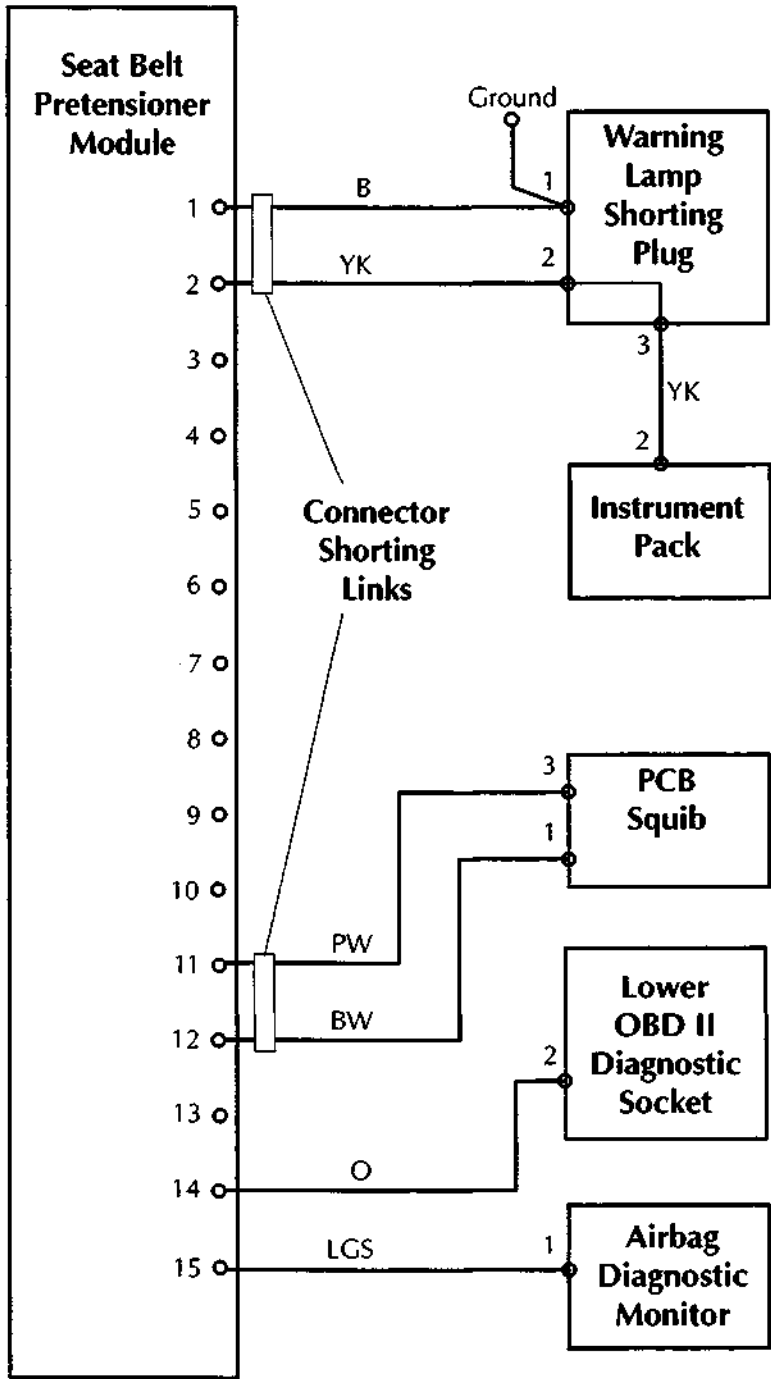
6. Reconnect the battery ground (black) lead.

Note: The vehicle clock and the window control unit will need resetting after completion of this procedure.

7. Switch on the ignition and check that the airbag warning light comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the pretensioner and airbag system self tests.

8. Fit the front screws ensuring a 1.2mm gap between screws and slide. Power the seat forward. Torque the rear screws to 25 Nm. Power the seat backward. Torque the front screws to 25 Nm.

Seat Belt Pretensioner Circuits



Diagnostic Trouble Codes

- 050A Pretensioner squib leak to battery positive
- 050B Pretensioner squib leak to ground
- 050C Pretensioner squib high resistance
- 050D Pretensioner squib low resistance
- 0D13 Capacitor voltage error
- 0D14 Capacitor capacitance
- 0D09 Energy reserve switch
- 0D1E Energy shutdown switch
- 050E Seatbelt pretensioner switch error
- 0109 Accelerometer function
- 010A Acceleration out of range
- 010B Accelerometer offset
- 0209 Safing sensor error
- 030A Temperature sensor error
- 060C Warning lamp short circuit
- 060D Warning lamp open circuit
- 060E Warning lamp driver error
- 0A0C Analogue voltage error
- 0A09 Communications error
- 090A EEPROM not programmed
- 0909 EEPROM checksum
- 0A0A External watchdog error
- 0A0B External watchdog time out
- 020A Safing sensor not closed
- 090C RAM check error

Seat Belt Pretensioner Diagnostics

WARNING: To avoid the possibility of personal injury caused by accidental deployment of the pretensioner, disconnect the vehicle battery and wait at least 10 minutes for all voltages to fully discharge before working on the pretensioner system. This covers the possibility of the normal capacitor discharge circuits being inoperative and failing to discharge the capacitor when instructed to do so.

WARNING: Do not make any electrical measurements on the pretensioner squib. Electrical measurement devices can induce sufficient voltage to cause unintentional firing of the pretensioner assembly

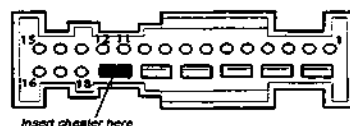
050A Pretensioner Squib Leak to Battery Positive

050A will be logged if the resistance of the pretensioner squib feed or return line to a positive potential falls below 1k Ω .

Procedure

1. Read the warnings given at the start of this pretensioner diagnostics section.
2. Connect the PDU to the lower diagnostic socket and access the pretensioner control module. Verify that an 050A code is logged and note if the fault is shown as intermittent. Note any other codes in the DTC log and then clear all codes.
3. Switch off the ignition and wait at least 10 minutes for the pretensioner squib firing capacitors to fully discharge before continuing with this procedure.
4. Disconnect the pretensioner squib connector at the rearward harness. Disconnect the pretensioner control module and temporarily cheat the squib shorting link.

*Note: The control module harness connector has a shorting link which short circuits the squib lines together when the connector is displaced. Carefully insert a suitable **non-metallic** cheater to remove the short circuit between pins 11 and 12 before continuing with fault diagnosis.*



5. Switch on the ignition and check for a positive potential on the squib feed or return lines at the two pins of the squib harness connector (activating circuits in the rearward harness in turn may assist in identifying the voltage source). If a positive potential is detected, switch off and repair the circuit fault.

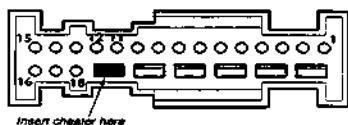
If no short circuit is detected in the rearward harness, go to step 6.

6. With the ignition switched off and the pretensioner squib disconnected, check the squib harness for physical damage.

If any damage is detected, replace the complete pretensioner squib assembly.

If no damage is detected, the fault is possibly in the pretensioner control module. Replace the control module.

7. Remove the cheater from the control module connector.



Reconnect all components. Switch on the ignition and test the vehicle to ensure that the problem is resolved.

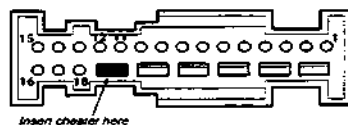
050B Pretensioner Squib Leak to Ground

050B will be logged if the resistance of the pretensioner squib feed or return line to ground falls below 1k Ω .

Procedure

1. Read the warnings given at the start of this pretensioner diagnostics section.
2. Connect the PDU to the lower diagnostic socket and access the pretensioner control module. Verify that an 050B code is logged and note if the fault is shown as intermittent. Note any other codes in the DTC log and then clear all codes.
3. Switch off the ignition and wait at least 10 minutes for the pretensioner squib firing capacitors to fully discharge before continuing with this procedure.
4. Disconnect the pretensioner squib connector at the rearward harness. Disconnect the pretensioner control module and temporarily cheat the squib shorting link.

*Note: The control module harness connector has a shorting link which short circuits the squib lines together when the connector is displaced. Carefully insert a suitable **non-metallic** cheater to remove the short circuit between pins 11 and 12 before continuing with fault diagnosis.*



5. Check for a short circuit to vehicle ground on the squib feed or return lines at the two pins of the squib harness connector. If a short circuit is detected, switch off and repair the circuit fault.

If no short circuit is detected in the rearward harness, go to step 6.

6. With the ignition switched off and the pretensioner squib disconnected, check the squib harness for physical damage.

If any damage is detected, replace the complete pretensioner squib assembly.

If no damage is detected, the fault is possibly in the pretensioner control module. Replace the control module.

7. Remove the cheater from the control module connector. Reconnect all components. Switch on the ignition and test the vehicle to ensure that the problem is resolved.

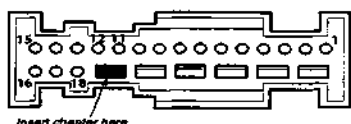
050C Pretensioner Squib High Resistance

050C will be logged if the resistance of the pretensioner squib circuit rises above $4.5 \pm 0.5\Omega$

Procedure

1. Read the warnings given at the start of this pretensioner diagnostics section.
2. Connect the PDU to the lower diagnostic socket and access the pretensioner control module. Verify that an 050C code is logged and note if the fault is shown as intermittent. Note any other codes in the DTC log and then clear all codes.
3. Switch off the ignition and wait at least 10 minutes for the pretensioner squib firing capacitors to fully discharge before continuing with this procedure.
4. Disconnect the pretensioner squib connector at the rearward harness. Disconnect the pretensioner control module and temporarily cheat the squib shorting link.

*Note: The control module harness connector has a shorting link which short circuits the squib lines together when the connector is displaced. Carefully insert a suitable **non-metallic** cheater to remove the short circuit between pins 11 and 12 before continuing with fault diagnosis.*



5. Check the continuity of the squib feed and return lines. If any significant resistance is measured, service the wiring as necessary.

Also check the condition of the connector pins for damage or lack of tension and service as necessary.

If the circuit resistance is acceptable and the connector pins are good, go to step 6.

If any defects are identified and serviced, go to step 7.

6. If the checks in step 4 are good, the high circuit resistance must be in the pretensioner squib or in the control module. Replace the pretensioner squib and reconnect all components.
7. Clear all logged DTCs from the pretensioner control module and then test the vehicle.

If the 050C code is logged again, replace the control module.

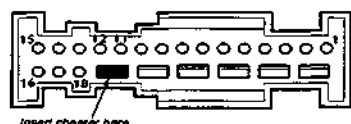
050D Pretensioner squib low resistance

050D will be logged if the resistance of the pretensioner squib circuit falls below $1.4 \pm 0.4\Omega$

Procedure

1. Read the warnings given at the start of this pretensioner diagnostics section.
2. Connect the PDU to the lower diagnostic socket and access the pretensioner control module. Verify that an 050D code is logged and note if the fault is shown as intermittent. Note any other codes in the DTC log and then clear all codes.
3. Switch off the ignition and wait at least 10 minutes for the pretensioner squib firing capacitors to fully discharge before continuing with this procedure.
4. Disconnect the pretensioner squib connector at the rearward harness. Disconnect the pretensioner control module and temporarily cheat the squib shorting link.

*Note: The control module harness connector has a shorting link which short circuits the squib lines together when the connector is displaced. Carefully insert a suitable **non-metallic** cheater to remove the short circuit between pins 11 and 12 before continuing with fault diagnosis.*



5. Check the continuity from the squib feed line to the squib return line. With the shorting link cheated, the resistance should be more than $10k\Omega$. If the resistance is less than $10k\Omega$, service the wiring as necessary.

Also check the connector pins for any damage which could cause an unintentional short circuit.

6. If the checks in step 5 are good, the low circuit resistance must be in the pretensioner squib or in the control module. Replace the pretensioner squib and reconnect all components.
7. Clear all logged DTCs from the pretensioner control module and then test the vehicle.

If the 050D code is logged again, replace the control module.

060C Warning Lamp Short Circuit

060C will be logged if the monitor current flow through the SRS/Airbag warning lamp is excessive.

The warning lamp circuit is normally at 12 volts and is switched to ground by the airbag control module or by the pretensioner control module when one of these control modules detects a fault.

If either control module connector is displaced and the ignition is switched on, the warning lamp will be illuminated via the ground shorting link between pins 1 and 2 of the pretensioner controller connector or pins 4 and 5 of the airbag controller connector. Both control modules must be checked for the appropriate DTC to isolate which circuit is at fault.

Procedure

1. Connect the PDU to the lower diagnostic socket and access the pretensioner control module. Verify that an 060C code is logged and note if the fault is shown as intermittent. Note any other codes in the DTC log and then clear all codes. Go to step 2.

If fault code 060C is not logged, go to the diagnostics section of the airbag system.

2. Check the security of the pretensioner control module connector.

If the connector is secure, go to step 3.

If the connector is displaced, resecure the connector. Clear all logged DTCs and retest the vehicle to ensure that the problem is resolved.

3. Access the SRS/Airbag warning lamp and check the lamp resistance.

If the resistance is approximately 120Ω, the lamp is good. Refit the lamp and go to step 4.

If the resistance of the lamp is significantly less than approximately 120Ω, fit a new lamp and refit the instrument panel. Clear the logged DTCs from the pretensioner control module and retest the vehicle to ensure that the problem is resolved.

4. If the checks in step 3 are good, the low circuit resistance must be in the instrument pack or in the control module. Replace the pretensioner control module and reconnect all components.

6. Switch on the ignition and then test the vehicle.

If the 060C code is logged again, replace the instrument pack.

060D Warning lamp open circuit

060D will be logged if the monitor current flow through the SRS/Airbag warning lamp is below the normal monitor level.

The warning lamp circuit is normally at 12 volts and is switched to ground by the airbag control module or by the pretensioner control module when one of these control modules detects a fault.

Procedure

1. Connect the PDU to the lower diagnostic socket and access the pretensioner control module. Verify that an 060D code is logged and note if the fault is shown as intermittent. Note any other codes in the DTC log and then clear all codes. Go to step 2.

If fault code 060D is not logged, go to the diagnostics section of the airbag system.

2. Switch off the ignition. Access the SRS/Airbag warning lamp and check the lamp resistance. The resistance should be approximately 120Ω.

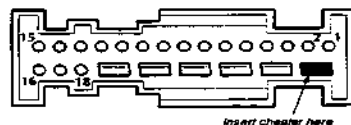
If the resistance is 120Ω, go to step 3.

If the lamp resistance is significantly lower than 120Ω, replace the lamp. Retest the vehicle to ensure that the problem is resolved.

3. Wait 10 minutes after switching off the ignition to ensure that the pretensioner firing capacitors have fully discharged.

Disconnect the pretensioner control module and temporarily cheat the warning lamp shorting link.

Note: The control module harness connector has a shorting link which short circuits the warning lamp line (pin 2) to ground (pin 1) when the connector is displaced. Carefully insert a suitable non-metallic cheater to remove the short circuit between pins 1 and 2 before continuing with fault diagnosis.



4. Check the continuity of the line from pretensioner control module pin 2 to instrument pack green connector pin 2.

If continuity is approximately 0Ω , go to step 5.

If the line resistance is significantly greater than 0Ω , service the wiring as necessary. Reconnect all components and test the vehicle to ensure that the problem is resolved.

5. If the lamp and wiring checks are good, the fault lies in the instrument pack or in the control module.

Replace the control module and retest. If the fault persists, replace the instrument pack. Reconnect all components and test the vehicle to ensure that the problem is resolved.

Pretensioner Control Module Internal Faults

The following codes indicate internal faults within the pretensioner control module.

0209 Safing sensor error
030A Temperature sensor error
0D13 Capacitor voltage error
0D14 Capacitor capacitance
0D09 Energy reserve switch
0D1E Energy shutdown switch
050E Seatbelt pretensioner switch error
0109 Accelerometer function
010A Acceleration out of range
010B Accelerometer offset
0A0C Analogue voltage error
090A EEPROM not programmed
0909 EEPROM checksum
090C RAM check error
060E Warning lamp driver error
0A09 Communications error
0A0A External watchdog error
0A0B External watchdog time out
020A Safing sensor not closed

If any of the above codes are logged, replace the pretensioner control module.

6.6.03 Seat Removal 97.5 MY

Description

The 97.5 MY front seats are common to the DB7 Coupe and Volante models. Seat switch assemblies are located on the outboard side of both driver and passenger seats. The front switch controls fore and aft movement and the seat height adjustment. The centre switch controls the recline adjustment. The rear switch controls the lumbar support adjustment.

The seat heater switches are mounted on the centre console, forward of the gear selector lever.

Only one of the slide, recline or height motors can be driven under manual control at any one time.

Each seat switch pack is hard wired to the relevant Seat Control Module beneath each seat. The module outputs are hard wired to the seat motors.

Removal

WARNING - Seat belt Pretensioners (if fitted):

To avoid the possibility of personal injury caused by accidental deployment of the seat belt pretensioner, disconnect the vehicle battery and wait at least 10 minutes for all voltages to fully discharge before working on the pretensioner system. This covers the possibility of the normal capacitor discharge circuits being inoperative and failing to discharge the detonator capacitor when instructed to do so.

Procedure

1. Motor the seat to its maximum forward position and remove the fixings at the rear of the slides.
2. Motor the seat to its maximum rearward position and remove the front seat slide fixings.
3. Disconnect the battery ground (black) lead. Wait at least 10 minutes for the pretensioner power supply to fully discharge before working on the seat if a pretensioner is fitted.

Note: Disconnect the battery within 12 seconds of switching off the ignition to avoid the alarm siren sounding.

4. Disconnect the two harness connectors from the seat control module. Also disconnect the yellow connector from the pretensioner control module if a pretensioner is fitted.

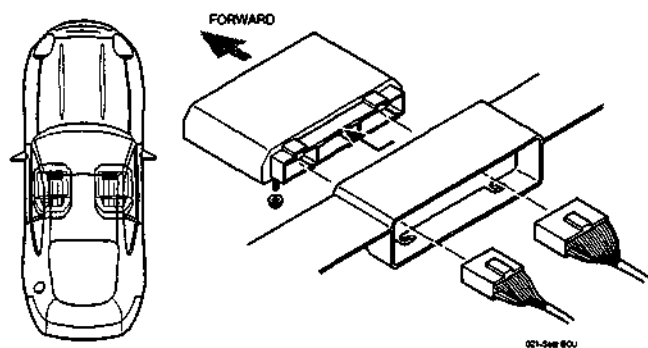


Figure 1. Control module connectors

5. Remove the tie straps and release the seat harness.
6. Remove the seat earth screw from the sill.
7. Tip the seat forwards and remove from the vehicle.

Steps 10-12 Seat Belt Pretensioner vehicles only.

8. Remove the seat belt pretensioner cover (if fitted)
9. Disconnect the buckle fly-lead from the pretensioner.
10. Release one bolt at the base of the seat belt stalk and remove the pretensioner assembly.

Reassembly and Replacement

Steps 1-3 Seat Belt Pretensioner vehicles only.

1. Ensure that the safety clip is fitted to the pretensioner connector at the squib.
 2. Fit the assembly to the seat, locating the anti-rotation peg into the rear hole of the mounting bracket. Secure the assembly with one bolt tightened to 35 Nm.
 3. Route the pretensioner lead between the seat and frame. Refit the pretensioner cover.
- #### **All vehicles**
4. Replace the seat in the vehicle. Reconnect and secure the harnesses with tiestraps.
 5. Reconnect the vehicle battery.

Note: The vehicle clock and the window control units will need resetting after completion of this procedure.

6. Switch on the ignition and check that the airbag warning lamp comes on when the ignition is switched on and extinguishes after approximately six seconds indicating satisfactory completion of the pretensioner and airbag system self tests.
7. Fit the front seat retaining screws ensuring a 1.2mm gap between the screw heads and the slides. Power the seat forward and refit the rear screws.

Caution: Centralise the rear fixing holes with the body weld nuts prior to inserting the bolts.

Torque the rear screws to 25 Nm. Power the seat backwards. Torque the front screws to 25 Nm.

8. Motor the seat through its full range of movement to ensure correct operation.

6.6.08 Seat Control Module 97.5 MY

Removal

WARNING - Seat belt Pretensioners (if fitted):

To avoid the possibility of personal injury caused by accidental deployment of the seat belt pretensioner, disconnect the vehicle battery and wait at least 10 minutes for all voltages to fully discharge before working near the pretensioner system. This covers the possibility of the normal capacitor discharge circuits being inoperative and failing to discharge the detonator capacitor when instructed to do so.

1. Lower the door window and open the relevant door. Disconnect the battery ground cable and wait for 10 minutes if a pretensioner is fitted. Otherwise, proceed immediately to step 2.

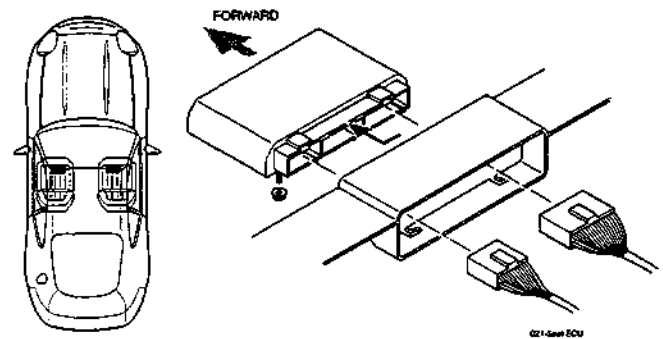


Figure 1. Seat ECU Removal

2. Loosen two nuts securing the seat ECU. Slide the ECU to the left and remove it from the front of the seat.
3. Disconnect two connectors from the ECU.

Replacement

1. Reconnect the two control module connectors. Fit the seat control module and tighten the two securing nuts.
3. Reconnect the battery ground and test for correct operation of the seat controls.