

Volkswagen Cabriolet DIY Guide

Airbag Diagnostic Codes

| Blink Code | VWTool Code | Blink Code | VWTool Code | Description (Porsche) | Description (VW) | Notes / Remedies |
|--------------------------------|-------------|-------------------------------|-------------|--|-----------------------------------|--|
| Current Fault (31; _70) | | Stored Fault (32; _B0) | | | | |
| 3111 | 0B_70 | 3211 | 0B_B0 | Left Crash Sensor: Closed One Time | | Closed = triggered, activated |
| 3112 | 0C_70 | 3212 | 0C_B0 | Left Crash Sensor: Closed Several Times | | |
| 3113 | 0D_70 | 3213 | 0D_B0 | Right Crash Sensor: Closed One Time | | |
| 3114 | 0E_70 | 3214 | 0E_B0 | Right Crash Sensor: Closed Several Times | | |
| 3115 | 0F_70 | 3215 | 0F_B0 | Left Crash Sensor: Closed 2 Seconds (2) | | |
| 3116 | 10_70 | 3216 | 10_B0 | Right Crash Sensor: Closed More Than 2 Seconds (2) | | |
| 3117 | 11_70 | 3217 | 11_B0 | Left Crash Sensor: Resistance To Voltage | | |
| 3118 | 12_70 | 3218 | 12_B0 | Right Crash Sensor: Resistance To Voltage | | |
| 3119 | 13_70 | 3219 | 13_B0 | Left Crash Sensor: Resistance To Ground | | |
| 3120 | 14_70 | 3220 | 14_B0 | Right Crash Sensor: Resistance To Ground | | |
| 3121 | 15_70 | 3221 | 15_B0 | Left Crash Sensor: Short To Voltage | | |
| 3122 | 16_70 | 3222 | 16_B0 | Right Crash Sensor: Short To Voltage | | |
| 3125 | 19_70 | 3225 | 19_B0 | Left Crash Sensor: Excessive Ground Resistance | Left Crash Sensor Not Grounded | Connected, but case not bolted to chassis |
| 3126 | 1A_70 | 3226 | 1A_B0 | Right Crash Sensor: Excessive Ground Resistance | Right Crash Sensor Not Grounded | Connected, but case not bolted to chassis |
| 3127 | 1B_70 | 3227 | 1B_B0 | Left Crash Sensor: Open Circuit | Left Crash Sensor Disconnected | |
| 3128 | 1C_70 | 3228 | 1C_B0 | Right Crash Sensor: Open Circuit | Right Crash Sensor Disconnected | |
| 3129 | 1D_70 | 3229 | 1D_B0 | Left Crash Sensor: High Wire Resistance | | |
| 3130 | 1E_70 | 3230 | 1E_B0 | Right Crash Sensor: High Wire Resistance | | Common code; blinked as 3-1-3 |
| 3133 | 21_70 | 3233 | 21_B0 | Driver-Side Airbag: Capacity Insufficient (3) | | |
| 3135 | 23_70 | 3235 | 23_B0 | Driver-Side Airbag: Capacity Insufficient (3) | | |
| 3137 | 25_70 | 3237 | 25_B0 | Driver-Side Airbag: Contact Resistance To Voltage | | |
| 3140 | 28_70 | 3240 | 28_B0 | Driver-Side Airbag: Short To Voltage | Driver Airbag Short To 12v | Blinked as 3-1-4; green wire short to 12v |
| 3143 | 2B_70 | 3243 | 2B_B0 | Driver-Side Airbag: Contact Resistance To Ground | | |
| 3146 | 2E_70 | 3246 | 2E_B0 | Driver-Side Airbag: Short To Ground | Driver Airbag Short To Ground | Grounding either wire will trigger this code |
| 3149 | 31_70 | 3249 | 31_B0 | Driver-Side Airbag: Break (3) | Driver Airbag Disconnected | Nothing connected to airbag connector |
| 3152 | 34_70 | 3252 | 34_B0 | Driver-Side Airbag: Resistance Insufficient (3) | Driver Airbag Resistance Too Low | Short airbag connector with jumper |
| 3155 | 37_70 | 3255 | 37_B0 | Driver-Side Airbag: Excessive Resistance (3) | Driver Airbag Resistance Too High | Add 10 ohm resistor across airbag connector |
| 3158 | 3A_70 | 3258 | 3A_B0 | Warning Light: Short To Voltage | Left Readiness Lamp Short To 12v | 12v into connector pin #6 |

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| Current Fault (31; _70) | | Stored Fault (32; _B0) | | | | |
| 3159 | 3B_70 | 3258 | 3A_B0 | Warning Light: Break In Circuit | Left Readiness Lamp Resistance Too High | Burned out lamp, disconnected wiring, ignition switched on without instrument cluster connected |
| 3160 | 3C_70 | 3260 | 3C_B0 | Diagnosing Unit Faulty (2) | | |
| 3161 | 3D_70 | 3261 | 3D_B0 | Firing Order Correct After Crash | | |
| 3162 | 3E_70 | 3262 | 3E_B0 | Ignition Current Correct After Crash | | |
| 3165 | 41_70 | 3265 | 41_B0 | Deployment After Crash | | |
| 3167 | 43_70 | 3267 | 43_B0 | Control Unit Faulty | Replace Airbag Control Unit* | |
| 3168 | 44_70 | 3268 | 44_B0 | | Replace Airbag Control Unit* | |
| 3169 | 45_70 | 3269 | 45_B0 | | Replace Airbag Control Unit* | |
| 3170 | 46_70 | 3270 | 46_B0 | | Replace Airbag Control Unit* | |
| 3171 | 47_70 | 3271 | 47_B0 | | Replace Airbag Control Unit* | |
| 3172 | 48_70 | 3272 | 48_B0 | | Replace Airbag Control Unit* | |
| 3173 | 49_70 | 3273 | 49_B0 | | Replace Airbag Control Unit* | |
| 3174 | 4A_70 | 3274 | 4A_B0 | | Replace Airbag Control Unit* | |
| 3175 | 4B_70 | 3275 | 4B_B0 | | Replace Airbag Control Unit* | |
| 3176 | 4C_70 | 3276 | 4C_B0 | | Replace Airbag Control Unit* | |
| 3177 | 4D_70 | 3277 | 4D_B0 | | Replace Airbag Control Unit* | |
| 3178 | 4E_70 | 3278 | 4E_B0 | | Replace Airbag Control Unit* | |
| 3181 | 51_70 | 3281 | 51_B0 | | Replace Airbag Control Unit* | |
| 3182 | 52_70 | 3282 | 52_B0 | | Replace Airbag Control Unit* | |
| 3183 | 53_70 | 3283 | 53_B0 | | Replace Airbag Control Unit* | |
| 3184 | 54_70 | 3284 | 54_B0 | | Replace Airbag Control Unit* | |
| 3185 | 55_70 | 3285 | 55_B0 | | Replace Airbag Control Unit* | |
| 3186 | 56_70 | 3286 | 56_B0 | | Replace Airbag Control Unit* | |
| 3187 | 57_70 | 3287 | 57_B0 | | Replace Airbag Control Unit* | |
| 3189 | 59_70 | 3289 | 59_B0 | | Replace Airbag Control Unit* | |
| 3190 | 5A_70 | 3290 | 5A_B0 | | Replace Airbag Control Unit* | |
| 3192 | 5C_70 | 3292 | 5C_B0 | | Replace Airbag Control Unit* | |
| 3193 | 5D_70 | 3293 | 5D_B0 | | Replace Airbag Control Unit* | |
| 3194 | 5E_70 | 3294 | 5E_B0 | | ? | |

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| Current Fault (31; _70) | | Stored Fault (32; _B0) | | | | |
| 3195 | 5F_70 | 3295 | 5F_B0 | | Replace Airbag Control Unit* | |
| 3196 | 60_70 | 3296 | 60_B0 | | Replace Airbag Control Unit* | |
| 3197 | 61_70 | 3297 | 61_B0 | | Replace Airbag Control Unit* | |
| 3198 | 62_70 | 3298 | 62_B0 | | Replace Airbag Control Unit* | |
| 3199 | 63_70 | 3299 | 63_B0 | | Replace Airbag Control Unit* | |
| ? | 64_70 | ? | 64_B0 | | Replace Airbag Control Unit* | |
| ? | 65_70 | ? | 65_B0 | | Replace Airbag Control Unit* | |
| ? | 66_70 | ? | 66_B0 | | Replace Airbag Control Unit* | |
| ? | 67_70 | ? | 67_B0 | | Replace Airbag Control Unit* | |
| ? | 68_70 | ? | 68_B0 | | Replace Airbag Control Unit* | |
| ? | 69_70 | ? | 69_B0 | | Replace Airbag Control Unit* | |
| 3000 | | | | Fault memory readout complete | All Faults Read | Blinked after all other codes; blinked as 1-1-1 |
| 33XX | | | | Downtime (XX indicates amount of time since first fault occurrence) | ? | |
| 3500 | | | | No faults present | | |

Footnotes:

* VW Microfiche info

(2) Code 60 is also displayed for Code 15 or 16. Repair the cause for Code 15 or 16, erase fault memory and repeat diagnosis.

(3) For additional diagnosis, see AIRBAG UNIT DIAGNOSIS.

Reading & Clearing Fault Codes

There is a diagnostic blink sequence that can be read from a home-brewed diagnostic connector, or a simple jumper wire. To obtain the diagnostic blink code from the Cabriolet airbag control unit:

1. Make sure the ignition switch is off.
2. Using a jumper wire (solid, not stranded), [ground pin #1](#) (the one with the green wire) of the red airbag diagnostic connector.
3. While pin #1 is grounded, turn the ignition switch to the battery-on position (do not start engine).
4. Keep pin #1 grounded for about 3 seconds, then disconnect from ground.
5. The airbag diagnostic light in the cluster should now blink in the following fashion: The light will glow for about 3 seconds, turn off, then blink the code out in 4 distinct digit groups with a pause in between each digit. The process will repeat. [Click here](#) for an example.
6. Move on to the next code (if there is one): As soon as the long blink comes on again, simply reconnect the jumper wire to ground for a couple of seconds, and then disconnect it. The next code will blink like the first. [Click here](#) for another example.
 - Note: There can also be a 3-digit blink code (any 4-digit code that ends in 0 will be blinked as a 3-digit code).
7. Eventually you will see the following pattern: long blink *pause* blink blink blink *pause* long blink *pause* blink blink blink, repeatedly. This means you are at the end of the fault code sequence (i.e. all fault codes have been identified). [Click here](#) for an example.
8. Clear the fault codes: Ground pin 1 for 10 seconds, disconnect jumper, then switch off the ignition switch.
 - Additional info: "You go about clearing the 4-digit codes normally until you get to what seems to be a THREE digit code of 111. You must then ground the connection for ten seconds or more until the left lamp goes solid on. This is extremely important. Once you get to this stage, release the ground and turn off the ignition. WAIT one minute with the key out, then put the key in and IMMEDIATELY start the car (don't turn the key to the on position and then start, just turn the key immediately to cranks and start the car). The left light will blink and eventually go off. The right light, should be out after starting." ~Rob