

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