

## CLOCKSPRING CENTERING

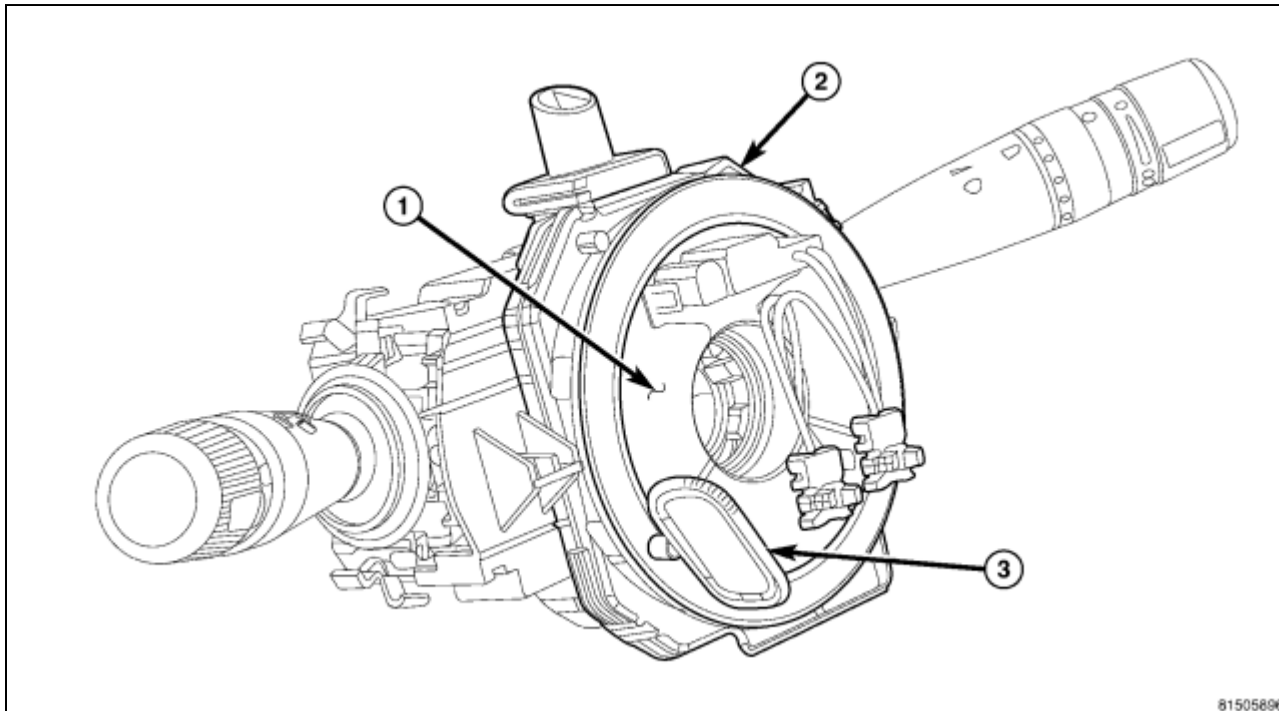
**WARNING:** To avoid serious or fatal injury on vehicles equipped with airbags, disable the supplemental restraint system before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor, or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the supplemental restraint system. Failure to take the proper precautions could result in accidental airbag deployment.

**NOTE:** A service replacement Steering Control Module (SCM) is shipped with the clockspring pre-centered and with a molded plastic locking pin installed. This locking pin should not be removed until the SCM has been installed on the steering column. If the locking pin is removed before the SCM is installed on a steering column, the clockspring centering procedure must be performed.

**NOTE:** When an SCM is installed into a vehicle without properly centering and locking the entire steering system, the Steering Angle Sensor (SAS) data does not agree with the true position of the steering system and causes the ESP system to shut down. This may also damage the clockspring without any immediate malfunction. Unlike some other DaimlerChrysler vehicles, this SAS never requires calibration. ([Refer to 8 - ELECTRICAL/RESTRAINTS/CLOCKSPRING - STANDARD PROCEDURE - CLOCKSPRING CENTERING](#)).

**NOTE:** Determining if the clockspring/SAS is centered is also possible electrically using the diagnostic scan tool. Steering wheel position is displayed as ANGLE with a range of up to 900 degrees. Refer to the appropriate menu item on the diagnostic scan tool.

**NOTE:** Before starting this procedure, be certain to turn the steering wheel until the front wheels are in the straight-ahead position and that the entire steering system is locked or inhibited from rotation.



1. Place the front wheels in the straight-ahead position.
2. Remove the Steering Control Module (SCM) (2) from the steering column. ([Refer to 8 - ELECTRICAL/ELECTRONIC CONTROL MODULES/STEERING CONTROL MODULE - REMOVAL](#)).
3. Hold the SCM in one hand so that it is oriented as it would be when it is installed on the steering column.
4. Use your other hand to rotate the clockspring rotor (1) counterclockwise to the end of its travel. **Do not apply excessive torque.**
5. From the end of the counterclockwise travel, rotate the rotor about three turns clockwise. Turn the rotor slightly clockwise or counterclockwise as necessary so that the clockspring airbag pigtail wires and connector receptacles are at the top and the holes for the clockspring locking pin (3) are in alignment.
6. The clockspring is now centered. Secure the clockspring rotor to the SCM case to maintain clockspring centering until the SCM is reinstalled on the steering column.
7. The front wheels should still be in the straight-ahead position. Reinstall the SCM onto the steering column. ([Refer to 8 - ELECTRICAL/ELECTRONIC CONTROL MODULES/STEERING CONTROL MODULE - INSTALLATION](#)).