

2017 RESTRAINTS

Supplemental Restraints - Bolt EV

SPECIFICATIONS

FASTENER SPECIFICATIONS

Reusable Threaded Fastener Tightening Specifications

Application	Specification
	Metric (English)
NOTE: <i>All fasteners listed in this table can be reused after removal.</i>	
Airbag Sensing and Diagnostic Module Nut	9 N.m (80 lb in)
Airbag Side Impact Rear Sensor Fastener	7.5 N.m (66 lb in)
Airbag Side Impact Sensor Fastener	7.5 N.m (66 lb in)
Front and Rear Row Seat Roof Rail Airbag Fastener	9 N.m (80 lb in)
Front Seat Belt Anchor Bolt	5 N.m (44 lb in)
Front Seat Belt Anchor Plate Tensioner Bolt	5 N.m (44 lb in)
Front Seat Belt Retractor Bolt	45 N.m (33 lb ft)
Front Seat Belt Retractor Fastener	5 N.m (44 lb in)
Front Seat Outboard Seat Back Airbag Nut	3.5 N.m (31 lb in)
Instrument Panel Lower Airbag Bracket Bolt - Large	9 N.m (80 lb in)
Instrument Panel Lower Airbag Bracket Bolt - Small	2.5 N.m (22 lb in)
Instrument Panel Lower Airbag Bracket Nut	5 N.m (44 lb in)
Instrument Panel Lower Airbag Nut	9 N.m (80 lb in)
Rear Seat Bolster Airbag Bracket Bolt	3.25 N.m (29 lb in)
Rear Seat Bolster Airbag Nut	3.25 N.m (29 lb in)
Supplemental Inflatable Restraint Front End Discriminating Sensor Bolt	7.5 N.m (66 lb in)

SCHEMATIC WIRING DIAGRAMS

SIR WIRING SCHEMATICS

Power, Ground, Serial Data, Indicators and Passenger Presence System

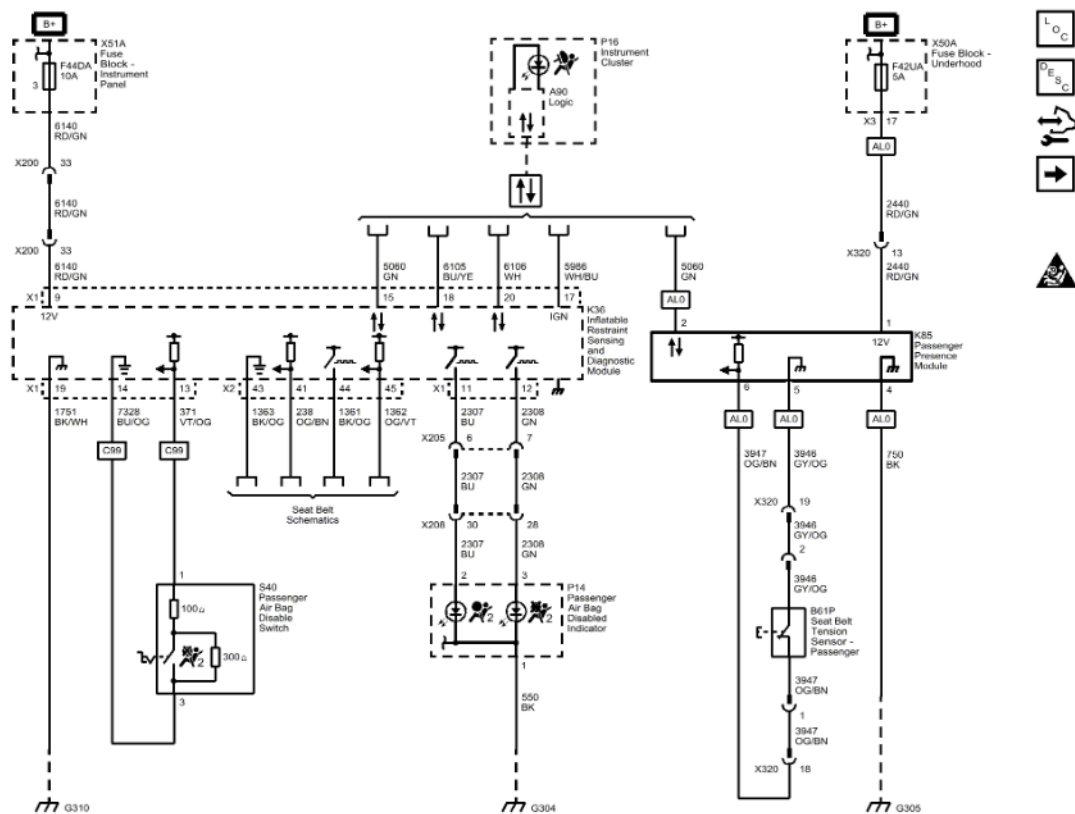


Fig. 1: Power, Ground, Serial Data, Indicators and Passenger Presence System
Courtesy of GENERAL MOTORS COMPANY

Front Impact Sensing and Deployment

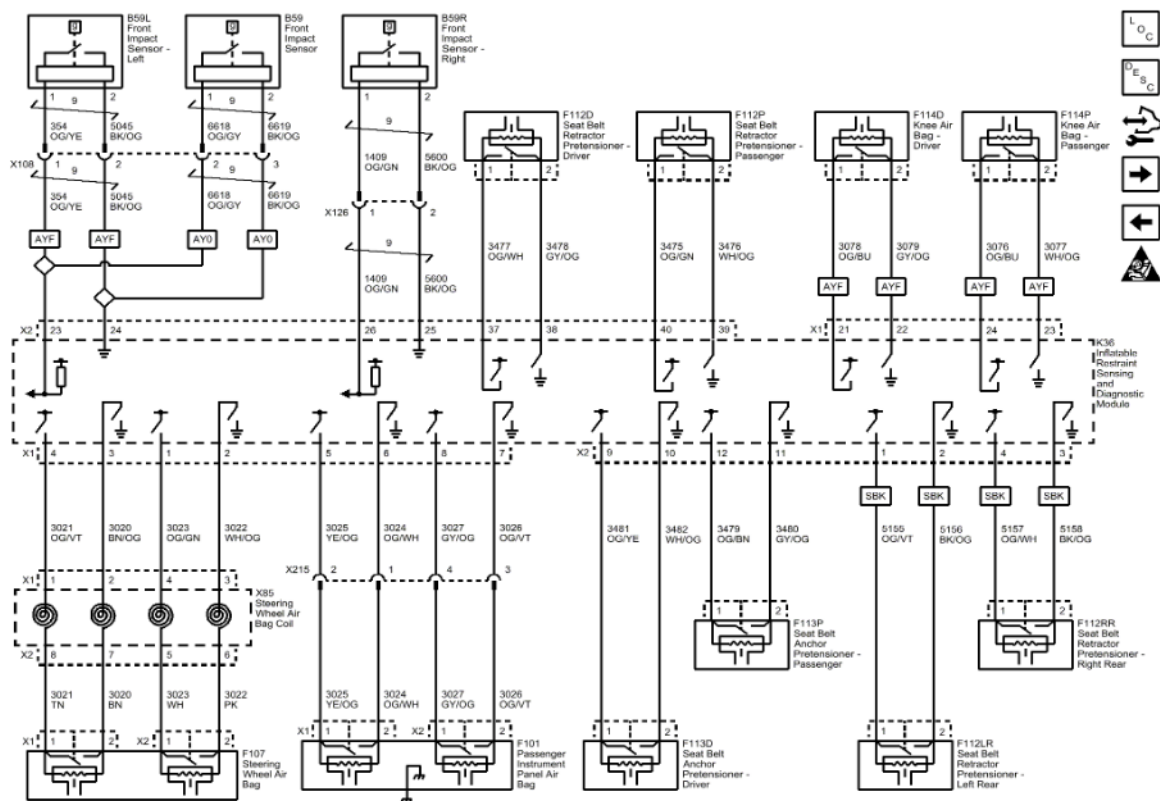


Fig. 2: Front Impact Sensing and Deployment
Courtesy of GENERAL MOTORS COMPANY

Side Impact Sensing and Deployment

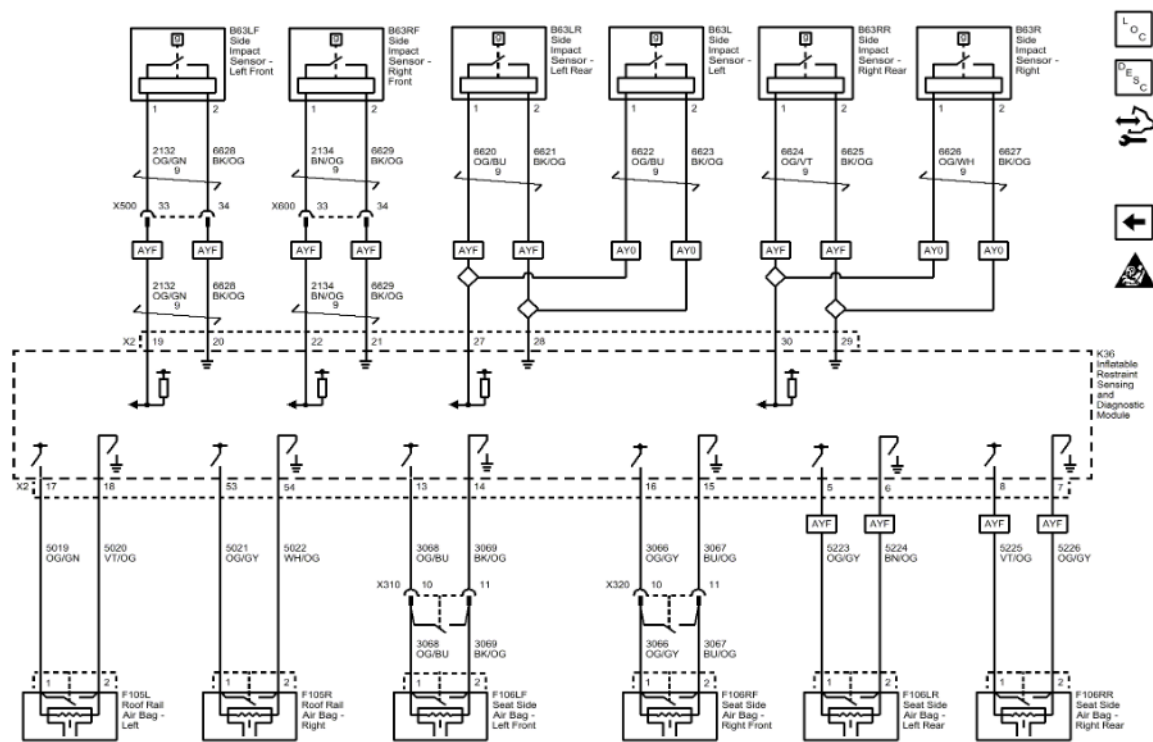


Fig. 3: Side Impact Sensing and Deployment
 Courtesy of GENERAL MOTORS COMPANY

DIAGNOSTIC INFORMATION AND PROCEDURES

DTC B0012 OR B0013: DRIVER STEERING WHEEL AIR BAG DEPLOYMENT LOOP STAGE 1/STAGE 2

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category

DTC Descriptors

DTC B0012 01

Driver Steering Wheel Air Bag Deployment Loop Stage 1 Short to Battery

DTC B0012 02

Driver Steering Wheel Air Bag Deployment Loop Stage 1 Short to Ground

DTC B0012 04

Driver Steering Wheel Air Bag Deployment Loop Stage 1 Open

DTC B0012 0D

Driver Steering Wheel Air Bag Deployment Loop Stage 1 High Resistance

DTC B0012 0E

Driver Steering Wheel Air Bag Deployment Loop Stage 1 Low Resistance

DTC B0013 01

DTC B0013 02

Driver Steering Wheel Air Bag Deployment Loop Stage 2 Short to Ground

DTC B0013 04

Driver Steering Wheel Air Bag Deployment Loop Stage 2 Open

DTC B0013 0D

Driver Steering Wheel Air Bag Deployment Loop Stage 2 High Resistance

DTC B0013 0E

Driver Steering Wheel Air Bag Deployment Loop Stage 2 Low Resistance

Diagnostic Fault Information

Circuit	Short to Ground	High Resistance	Open	Short to Voltage	Signal Performance
Driver Steering Wheel Air Bag Stage 1 High Control	B0012 02, B0012 0E	B0012 0D	B0012 04, B0012 0D	B0012 01	-
Driver Steering Wheel Air Bag Stage 1 Low Control	B0012 02, B0012 0E	B0012 0D	B0012 04, B0012 0D	B0012 01	-
Driver Steering Wheel Air Bag Stage 2 High Control	B0013 02, B0013 0E	B0013 0D	B0013 04, B0013 0D	B0013 01	-
Driver Steering Wheel Air Bag Stage 2 Low Control	B0013 02, B0013 0E	B0013 0D	B0013 04, B0013 0D	B0013 01	-

Circuit/System Description

During a frontal crash of sufficient force the inflatable restraint sensing and diagnostic module (SDM) will allow current to flow through the deployment loop in order to deploy the steering wheel air bag. The SDM performs continuous diagnostic tests on the deployment loops to check for proper circuit continuity and for shorts to ground or voltage. There are two shorting bars used within the steering wheel air bag coil connector which will short together both steering wheel air bag stage 1 high control circuit and steering wheel air bag stage 1 low control circuit and both steering wheel air bag stage 2 high control circuit and steering wheel air bag stage 2 low control circuit when the connector is disconnected. This will help to prevent unwanted deployment of the steering wheel air bag during servicing.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC**B0012 01 stage 1 or B0013 01 stage 2**

The steering wheel air bag deployment loop is shorted to voltage for 2 s

B0012 02 stage 1 or B0013 02 stage 2

The steering wheel air bag deployment loop is shorted to ground for 2 s

B0012 04 stage 1 or B0013 04 stage 2

The steering wheel air bag deployment loop is open for 2 s

B0012 0D stage 1 or B0013 0D stage 2

The steering wheel air bag deployment loop resistance is greater than 4.4 Ω for 2 s

B0012 0E stage 1 or B0013 0E stage 2

The steering wheel air bag deployment loop resistance is less than 1.7 Ω for 2 s

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- The inflatable restraint sensing and diagnostic module will store a DTC, however if an event occurs the system will still attempt deployment.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

A worn steering wheel air bag coil can cause a repeated history DTC to set. To verify this condition, turn the steering wheel 360 degrees in one direction then back 360 degrees in the other direction, multiple times, while viewing the scan tool Deployment Loop Resistance parameters.

An incorrectly installed connector position assurance (CPA) or incorrectly seated connector can cause a shorting bar to short both control circuits together. Check the connectors and CPAs if a DTC with symptom byte 02 or 0E is set, to ensure the shorting bars are not causing the circuits to be shorted together. Shorting bars are used in the locations listed below:

- Steering wheel air bag assembly
- Steering wheel air bag coil assembly
- Inline harness connectors
- Harness side of the inflatable restraint sensing and diagnostic module connector

Terminal fretting or incorrectly seated connector can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 04 or 0D is set.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**
- **Connector Repairs**

Control Module References for scan tool information

Special Tools

EL-38125-580 Terminal Release Tool Kit

Circuit/System Verification

NOTE:

- Refer to **SIR Service Precautions**.
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Driver steering wheel air bag
 - Driver steering wheel air bag coil
 - Inflatable restraint sensing and diagnostic module
 - Air bag wiring harness connector
 - Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly. Replace any CPA that is damaged or missing.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify the appropriate scan tool Deployment Loop Resistance parameters stay consistently between 2.1 - 4.0 Ω without any spikes or dropouts while turning the steering wheel 360 degrees in one direction then back 360 degrees in the other direction.

- **If less than 2.1 Ω or greater than 4.0 Ω**

Refer to Circuit/System Testing.

- **If there are spikes or dropouts**

Replace the X85 Steering Wheel Air Bag Coil.

- **If between 2.1 - 4.0 Ω without any spikes or dropouts**

2. Verify DTC B0012 or B0013 is only set as a history DTC.

- **If the DTC is set as current**

Refer to Circuit/System Testing.

- **If the DTC is set as history**

3. Verify the scan tool Deployment Loop Resistance parameters stay consistently between 2.1 - 4.0 Ω without any drop outs or spikes while moving the harness near each connector listed below.

- X85 Steering Wheel Air Bag Coil
- F107 Steering Wheel Air Bag
- Any inline harness connector
- K36 Inflatable Restraint Sensing and Diagnostic Module
- **If the reading is erratic while moving the harness, perform the following**

- Inspect each connector terminal for damage or corrosion and repair as necessary
- Apply dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087) to each connector terminal
- Ensure each connector and CPA is correctly seated
- **If between 2.1 - 4.0 Ω without any spikes or dropouts**

4. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the scan tool and disconnect the appropriate harness connector listed below at the F107 Driver Steering Wheel Air Bag.
 - DTC B0012 connector X1
 - DTC B0013 connector X2

2. Test for greater than 25 Ω between the control circuit terminal 1 and the control circuit terminal 2.

- **If 25 Ω or less**

1. Disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

NOTE:

Some connectors may be equipped with shorting bars as a safety component to prevent accidental deployment. When testing on a connector with shorting bars, the shorting bars must be disabled to ensure accurate test results. Insert an appropriate pick from EL-38125-580 and depress the shorting bars above the appropriate terminals. This will lift the shorting bar from the terminal and allow accurate test results. Take care not to damage the connector, shorting bar, or terminal when depressing the shorting bar.

2. Test for infinite resistance between the two control circuits.

- If less than infinite resistance, repair the short between the two circuits.
- If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If greater than 25 Ω**

3. Ignition ON.

4. Test for less than 11 V between each control circuit terminal listed below and ground:

- Control circuit terminal 1
- Control circuit terminal 2

- **If 11 V or greater**

1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module, ignition ON.

2. Test for less than 1 V between the control circuit and ground.

- If 1 V or greater, repair the short to voltage on the circuit.
- If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 11 V**

5. Ignition OFF.

6. Test for greater than 25 Ω between each control circuit terminal listed below and ground:

- Control circuit terminal 1
- Control circuit terminal 2

- **If 25 Ω or less**

1. Disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

NOTE:

Some connectors may be equipped with shorting bars as a safety component to prevent accidental deployment. When testing on a

connector with shorting bars, the shorting bars must be disabled to ensure accurate test results. Insert an appropriate pick from EL-38125-580 and depress the shorting bars above the appropriate terminals. This will lift the shorting bar from the terminal and allow accurate test results. Take care not to damage the connector, shorting bar, or terminal when depressing the shorting bar.

2. Test for infinite resistance between the control circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If greater than 25 Ω**

7. Install a 3 A fused jumper wire between the control circuit terminal 1 and the control circuit terminal 2, ignition ON.

8. Verify the appropriate scan tool Deployment Loop Resistance parameter is consistently less than 2 Ω while turning the steering wheel 360 degrees in one direction then back 360 degrees in the other direction.

- **If the reading is erratic while turning the steering wheel**

Replace the X85 Steering Wheel Air Bag Coil.

- **If 2 Ω or greater**

1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for less than 2 Ω in the K85 Steering Wheel Airbag Coil and each control circuit end to end.

- If 2 Ω or greater, replace the X85 Steering Wheel Air Bag Coil or repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 2 Ω**

9. Ignition OFF, connect the harness connector at the F107 Steering Wheel Air Bag, press in the CPA (if equipped) until an audible and/or tactile click is heard.

10. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.

11. Verify DTC B0012 or B0013 is not set.

- **If DTC B0012 or B0013 is set**

Test or replace the F107 Steering Wheel Air Bag.

- **If DTC B0012 or B0013 is not set**

12. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Steering Wheel Airbag Coil Replacement](#)
- [Steering Wheel Airbag Replacement](#)
- [SIR/SRS Wiring Repairs](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B0014, B0021, B0031, OR B0038: SEAT SIDE AIR BAG DEPLOYMENT LOOP

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.

- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0014 01

Driver Seat Side Air Bag Deployment Loop Short to Battery

DTC B0014 02

Driver Seat Side Air Bag Deployment Loop Short to Ground

DTC B0014 04

Driver Seat Side Air Bag Deployment Loop Open

DTC B0014 0D

Driver Seat Side Air Bag Deployment Loop High Resistance

DTC B0014 0E

Driver Seat Side Air Bag Deployment Loop Low Resistance

DTC B0021 01

Passenger Seat Side Air Bag Deployment Loop Short to Battery

DTC B0021 02

Passenger Seat Side Air Bag Deployment Loop Short to Ground

DTC B0021 04

Passenger Seat Side Air Bag Deployment Loop Open

DTC B0021 0D

Passenger Seat Side Air Bag Deployment Loop High Resistance

DTC B0021 0E

Passenger Seat Side Air Bag Deployment Loop Low Resistance

DTC B0031 01

Left Rear Seat Side Air Bag Deployment Loop Short to Battery

DTC B0031 02

Left Rear Seat Side Air Bag Deployment Loop Short to Ground

DTC B0031 04

Left Rear Seat Side Air Bag Deployment Loop Open

DTC B0031 0D

Left Rear Seat Side Air Bag Deployment Loop High Resistance

DTC B0031 0E

Left Rear Seat Side Air Bag Deployment Loop Low Resistance

DTC B0038 01

DTC B0038 02

Right Rear Seat Side Air Bag Deployment Loop Short to Ground

DTC B0038 04

Right Rear Seat Side Air Bag Deployment Loop Open

DTC B0038 0D

Right Rear Seat Side Air Bag Deployment Loop High Resistance

DTC B0038 0E

Right Rear Seat Side Air Bag Deployment Loop Low Resistance

Diagnostic Fault Information

Circuit	Short to Ground	High Resistance	Open	Short to Voltage	Signal Performance
Left Front Seat Side Air Bag High Control	B0014 02, B0014 0E	B0014 0D	B0014 04, B0014 0D	B0014 01	-
Left Front Seat Side Air Bag Low Control	B0014 02, B0014 0E	B0014 0D	B0014 04, B0014 0D	B0014 01	-
Right Front Seat Side Air Bag High Control	B0021 02, B0021 0E	B0021 0D	B0021 04, B0021 0D	B0021 01	-
Right Front Seat Side Air Bag Low Control	B0021 02, B0021 0E	B0021 0D	B0021 04, B0021 0D	B0021 01	-
Left Rear Seat Side Air Bag High Control	B0031 02, B0031 0E	B0031 0D	B0031 04, B0031 0D	B0031 01	-
Left Rear Seat Side Air Bag Low Control	B0031 02, B0031 0E	B0031 0D	B0031 04, B0031 0D	B0031 01	-
Right Rear Seat Side Air Bag High Control	B0038 02, B0038 0E	B0038 0D	B0038 04, B0038 0D	B0038 01	-
Right Rear Seat Side Air Bag Low Control	B0038 02, B0038 0E	B0038 0D	B0038 04, B0038 0D	B0038 01	-

Circuit/System Description

During a side or frontal crash of sufficient force, the inflatable restraint sensing and diagnostic module (SDM) will allow current to flow through the deployment loop in order to deploy an air bag. There are 2 shorting bars used within the connector that will short the control circuits together when the connector is disconnected. This will help to prevent unwanted deployment of the air bag or retractor pretensioner during servicing.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

B0014 01, B0021 01, B0031 01, B0038 01

The air bag control circuit is shorted to voltage for 2 seconds.

B0014 02, B0021 02, B0031 02, B0038 02

The air bag control circuit is shorted to ground for 2 seconds.

B0014 04, B0021 04, B0031 04, B0038 04

The air bag control circuit is open for 2 seconds.

B0014 0D, B0021 0D, B0031 0D, B0038 0D

The air bag deployment loop resistance is greater than 4.2 Ω for 2 seconds.

B0014 0E, B0021 0E, B0031 0E, B0038 0E

The air bag deployment loop resistance is less than 1.4 Ω for 2 seconds.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- The inflatable restraint sensing and diagnostic module will store a DTC, however if an event occurs the system will still attempt deployments.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

An incorrectly installed connector position assurance (CPA) or incorrectly seated connector can cause a shorting bar to short both control circuits together. Check the connectors and CPAs if a DTC with symptom byte 02 or 0E is set, to ensure the shorting bars are not causing the circuits to be shorted together. Shorting bars are used in the locations listed below:

- Front and rear seat side air bags
- Left and right roof rail air bags
- Inline harness connectors
- Harness side of the inflatable restraint sensing and diagnostic module connector

Terminal fretting or incorrectly seated connector can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 04 or 0D is set. DTCs of deployment loops which are in the seat can occur because of stress or damage to the harness due to seat movement. Move the seat to the full extent of travel while using the scan tool to observe deployment type loop parameters.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**
- **Connector Repairs**

Control Module References for scan tool information

Special Tools

EL-38125-580 Terminal Release Tool Kit

Circuit/System Verification

NOTE:

- Refer to **SIR Service Precautions**.
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Seat side air bag
 - Inflatable restraint sensing and diagnostic module
 - All wiring harness connectors
 - Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease/lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify the appropriate scan tool Deployment Loop Resistance parameters stay consistently between 2.1 - 4.0 Ω without any spikes or dropouts while moving the harness near each connector.

- F106 Seat Side Air Bag
- Any inline harness connector
- K36 Inflatable Restraint Sensing and Diagnostic Module
- **If less than 2.1 Ω or greater than 4.0 Ω**

Refer to Circuit/System Testing.

- **If there are spikes or dropouts, perform the following:**
- Inspect each connector terminal and harness for damage or corrosion and repair as necessary.
- Apply dielectric grease/lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087) to each connector terminal.
- Ensure each connector and CPA is correctly seated.
- **If between 2.1 - 4.0 Ω without any spikes or dropouts**

2. All OK

Circuit/System Testing

1. Ignition OFF, scan tool disconnected, disconnect the harness connector at the appropriate F106 Seat Side Air Bag.
2. Test for greater than 25 Ω between the control circuit terminals 1 and 2.
 - **If 25 Ω or less**
 1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

NOTE:

Some connectors may be equipped with shorting bars as a safety component to prevent accidental deployment. When testing on a connector with shorting bars, the shorting bars must be disabled to ensure accurate test results. Insert an appropriate pick from EL-38125-580 and depress the shorting bars above the appropriate terminals. This will lift the shorting bar from the terminal and allow accurate test results. Take care not to damage the connector, shorting bar, or terminal when depressing the shorting bar.

2. Test for infinite resistance between the 2 control circuits.
 - If less than infinite resistance, repair the short between the 2 circuits.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 25 Ω**
3. Ignition ON.
4. Test for less than 11 V between each control circuit terminal listed below and ground:
 - Control circuit terminal 1
 - Control circuit terminal 2
 - **If 11 V or greater**
 1. Ignition OFF, disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module, ignition ON.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 11 V**
5. Ignition OFF.
6. Test for greater than 25 Ω between each control circuit terminal listed below and ground:
 - Control circuit terminal 1
 - Control circuit terminal 2
 - **If 25 Ω or less**
 1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 25 Ω**
7. Install a 3 A fused jumper wire between the control circuit terminals 1 and 2, ignition ON.
8. Verify the appropriate scan tool Deployment Loop Resistance parameter is less than 2 Ω .
 - **If 2 Ω or greater**
 1. Ignition OFF, disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 2 Ω**
9. Ignition OFF, connect the harness connector at the F106 Seat Side Air Bag, press in the CPA (if equipped) until an audible and/or tactile click is heard.
10. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
11. Verify DTC B0014, B0021, B0031, or B0038 is not set.
 - **If DTC B0014, B0021, B0031, or B0038 is set**

Test or replace the F106 Seat Side Air Bag.

- If DTC B0014, B0021, B0031, or B0038 is not set

12. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Front Seat Outboard Seat Back Airbag Replacement](#)
- [Rear Seat Bolster Airbag Replacement](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming, and setup

DTC B0015, B001A, B001B, OR B0022: DRIVER/PASSENGER SEAT BELT RETRACTOR/ANCHOR PRETENSIONER DEPLOYMENT LOOP

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0015

Driver Seat Belt Retractor Pretensioner Deployment Loop

DTC B001A

Driver Seat Belt Anchor Pretensioner Deployment Loop

DTC B001B

Passenger Seat Belt Anchor Pretensioner Deployment Loop

DTC B0022

Passenger Seat Belt Retractor Pretensioner Deployment Loop

For symptom byte information refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	High Resistance	Open	Short to Voltage	Signal Performance
Driver Seat Belt Retractor Pretensioner High Control	B0015 02, B0015 0E	B0015 0D	B0015 04, B0015 0D	B0015 01	-
Driver Seat Belt Retractor Pretensioner Low Control	B0015 02, B0015 0E	B0015 0D	B0015 04, B0015 0D	B0015 01	-
Driver Seat Belt Anchor Pretensioner Low Control	B001A 02, B001A 0E	B001A 0D	B001A 04	B001A 01	-
Driver Seat Belt Anchor Pretensioner High Control	B001A 02, B001A 0E	B001A 0D	B001A 04	B001A 01	-
Passenger Seat Belt Anchor Pretensioner Low Control	B001B 02, B001B 0E	B001B 0D	B001B 04	B001B 01	-
Passenger Seat Belt Anchor Pretensioner High Control	B001B 02, B001B 0E	B001B 0D	B001B 04	B001B 01	- cardiagh.com

Circuit	Short to Ground	High Resistance	Open	Short to Voltage	Signal Performance
Passenger Seat Belt Retractor Pretensioner High Control	B0022 02, B0022 0E	B0022 0D	B0022 04, B0022 0D	B0022 01	-
Passenger Seat Belt Retractor Pretensioner Low Control	B0022 02, B0022 0E	B0022 0D	B0022 04, B0022 0D	B0022 01	-

Circuit/System Description

During a side or frontal crash of sufficient force the inflatable restraint sensing and diagnostic module (SDM) will allow current to flow through the deployment loop in order to deploy an air bag or pretensioner. There are 2 shorting bars which will short together control circuits, when the connector is disconnected. This will help to prevent unwanted deployment of the air bag or pretensioner during servicing.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

B0015 01, B001A 01, B001B 01, B0022 01

The pretensioner control circuit is shorted to voltage for 2 s.

B0015 02, B001A 02, B001B 02, B0022 02

The pretensioner control circuit is shorted to ground for 2 s.

B0015 04, B001A 04, B001B 04, B0022 04

The pretensioner control circuit is open for 2 s.

B0015 0D, B001A 0D, B001B 0D, B0022 0D

The pretensioner deployment loop resistance is greater than 4.2 Ω for 2 s.

B0015 0E, B001A 0E, B001B 0E, B0022 0E

The pretensioner deployment loop resistance is less than 1.4 Ω for 2 s.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- The inflatable restraint sensing and diagnostic module will store a DTC, however if an event occurs the system will still attempt deployments.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

An incorrectly installed connector position assurance (CPA) or incorrectly seated connector can cause a shorting bar to short both control circuits together. Check the connectors and CPAs if a DTC with symptom byte 02 or 0E is set, to ensure the shorting bars are not causing the circuits to be shorted together. Shorting bars are used in the locations listed below:

- Driver and passenger anchor or retractor pretensioners
- Inline harness connectors
- Harness side of the inflatable restraint sensing and diagnostic module connector

Terminal fretting or incorrectly seated connectors can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 04 or 0D is set. DTCs of deployment loops which are in the seat can occur because of stress or damage to the harness due to seat movement. Move the seat to the full extent of travel while using the scan tool to observe deployment type loop parameters.

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- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**
- **Connector Repairs**

Scan Tool Reference

Control Module References for scan tool information

Special Tools

EL-38125-580 Terminal Release Tool Kit

Circuit/System Verification

NOTE: Refer to **SIR Service Precautions**.

- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Seat belt retractor pretensioner
 - Seat belt anchor pretensioner
 - Inflatable restraint sensing and diagnostic module
 - Seat belt retractor pretensioner wiring harness connector
 - Seat belt anchor pretensioner wiring harness connector
 - Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or

equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify the appropriate scan tool Deployment Loop Resistance parameters stay consistently between 2.1 and 4.0 Ω without any spikes or dropouts while moving the harness near each connector listed below:

- F112 Seat Belt Retractor Pretensioner
- F113 Seat Belt Anchor Pretensioner
- Any inline harness connector
- K36 Inflatable Restraint Sensing and Diagnostic Module
- **If less than 2.1 or greater than 4.0 Ω**

Refer to Circuit/System Testing.

- **If there are spikes or dropouts, perform the following**
- Inspect each connector terminal and harness for damage or corrosion and repair as necessary
- Apply dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087) to each connector terminal
- Insure each connector and CPA is correctly seated.
- **If within 2.1 and 4.0 Ω without any spikes or dropouts**

2. All OK

Circuit/System Testing

1. Ignition OFF. Scan tool disconnected. Disconnect the appropriate harness connector listed below:

- F112 Seat Belt Retractor Pretensioner
- F113 Seat Belt Anchor Pretensioner

2. Test for greater than 25 Ω between the control circuit terminals 1 and 2.

- **If 25 Ω or less**

1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

NOTE:

Some connectors may be equipped with shorting bars as a safety component to prevent accidental deployment. When testing on a connector with shorting bars, the shorting bars must be disabled to ensure accurate test results. Insert an appropriate pick from EL-38125-580 and depress the shorting bars above the appropriate terminals. This will lift the shorting bar from the terminal and allow accurate test results. Take care not to damage the connector, shorting bar, or terminal when depressing the shorting bar.

2. Test for infinite resistance between the two control circuits.

- If less than infinite resistance, repair the short between the two circuits.
- If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If greater than 25 Ω**

3. Ignition ON.

4. Test for less than 11 V between the control circuit terminals listed below and ground:

- Control circuit terminal 1
- Control circuit terminal 2
- **If 11 V or greater**

1. Ignition OFF. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. Ignition ON

2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
- **If less than 11 V**
5. Ignition OFF.
6. Test for greater than 25 Ω between the control circuit terminals listed below and ground:
 - Control circuit terminal 1
 - Control circuit terminal 2
 - **If 25 Ω or less**
 1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 25 Ω**
7. Install a 3 A fused jumper wire between the control circuit terminals 1 and 2. Ignition ON.
8. Verify the appropriate scan tool Deployment Loop Resistance parameter is less than 2 Ω .
 - **If 2 Ω or greater**
 1. Ignition OFF. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 2 Ω**
9. Ignition OFF, connect the harness connector at the F112 Seat Belt Retractor Pretensioner or F113 Seat Belt Anchor Pretensioner, press in the CPA (if equipped) until an audible and/or tactile click is heard.
10. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
11. Verify DTC B0015, B001A, B001B, or B0022 is not set.
 - **If DTC B0015, B001A, B001B, or B0022 is set**

Replace the appropriate F112 Seat Belt Retractor Pretensioner or F113 Seat Belt Anchor Pretensioner.
 - **If DTC B0015, B001A, B001B, or B0022 is not set**
12. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Front Seat Belt Anchor Plate Tensioner Replacement](#)
- [Front Seat Belt Retractor Replacement](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B0016, B0018, B0023, OR B0025: ROOF RAIL AIR BAG DEPLOYMENT LOOP

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0016 01

Left Roof Rail Air Bag Deployment Loop Short to Battery

DTC B0016 02

Left Roof Rail Air Bag Deployment Loop Short to Ground

DTC B0016 04

Left Roof Rail Air Bag Deployment Loop Open

DTC B0016 0D

Left Roof Rail Air Bag Deployment Loop High Resistance

DTC B0016 0E

Left Roof Rail Air Bag Deployment Loop Low Resistance

DTC B0023 01

Right Roof Rail Air Bag Deployment Loop Short to Battery

DTC B0023 02

Right Roof Rail Air Bag Deployment Loop Short to Ground

DTC B0023 04

Right Roof Rail Air Bag Deployment Loop Open

DTC B0023 0D

Right Roof Rail Air Bag Deployment Loop High Resistance

DTC B0023 0E

Right Roof Rail Air Bag Deployment Loop Low Resistance

Diagnostic Fault Information

Circuit	Short to Ground	High Resistance	Open	Short to Voltage	Signal Performance
Left Roof Rail Air Bag High Control	B0016 02, B0016 0E	B0016 0D	B0016 04, B0016 0D	B0016 01	-
Left Roof Rail Air Bag Low Control	B0016 02, B0016 0E	B0016 0D	B0016 04, B0016 0D	B0016 01	-
Right Roof Rail Air Bag High Control	B0023 02, B0023 0E	B0023 0D	B0023 04, B0023 0D	B0023 01	-
Right Roof Rail Air Bag Low Control	B0023 02, B0023 0E	B0023 0D	B0023 04, B0023 0D	B0023 01	-

Circuit/System Description

During a side or frontal crash of sufficient force the inflatable restraint sensing and diagnostic module (SDM) will allow current to flow through the deployment loop in order to deploy an air bag or pretensioner. There are 2 shorting bars which will short together control circuits, when the connector is disconnected. This will help to prevent unwanted deployment of the air bag or pretensioner during servicing.

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Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

B0016 01, B0023 01

The air bag control circuit is shorted to voltage for 2 seconds.

B0016 02, B0023 02

The air bag control circuit is shorted to ground for 2 seconds.

B0016 04, B0023 04

The air bag control circuit is open for 2 seconds.

B0016 0D, B0023 0D

The air bag deployment loop resistance is greater than 4.2 Ω for 2 seconds.

B0016 0E, B0023 0E

The air bag deployment loop resistance is less than 1.4 Ω for 2 seconds.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- The inflatable restraint sensing and diagnostic module will store a DTC, however if an event occurs the system will still attempt deployments.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

An incorrectly installed connector position assurance (CPA) or incorrectly seated connector can cause a shorting bar to short both control circuits together. Check the connectors and CPAs if a DTC with symptom byte 02 or 0E is set, to ensure the shorting bars are not causing the circuits to be shorted together. Shorting bars are used in the locations listed below:

- Left and right roof rail air bags
- Inline harness connectors
- Harness side of the inflatable restraint sensing and diagnostic module connector

Terminal fretting or incorrectly seated connectors can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 04 or 0D is set. DTCs of deployment loops which are in the seat DTC can occur because of stress or damage to the harness due to seat movement. Move the seat to the full extent of travel while using the scan tool to observe deployment type loop parameters.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

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- [Connector Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-38125-580 Terminal Release Tool Kit

Circuit/System Verification

NOTE:

- Refer to [SIR Service Precautions](#).
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Roof rail air bag
 - Roof rail air bag wiring harness connector
 - Inflatable restraint sensing and diagnostic module
 - Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify the appropriate scan tool Deployment Loop Resistance parameter stays consistently between 2.1 and 4.0 Ω without any spikes or dropouts while moving the harness near each connector listed below:

- F105L Roof Rail Air Bag - Left
- F105R Roof Rail Air Bag - Right
- Any inline harness connector
- K36 inflatable restraint sensing and diagnostic module
- **If less than 2.1 or greater than 4.0 Ω**

Refer to Circuit/System Testing.

- **If there are spikes or dropouts, perform the following**
- Inspect each connector terminal and harness for damage or corrosion and repair as necessary
- Ensure each connector and CPA is correctly seated.
- **If within 2.1 and 4.0 Ω without any spikes or dropouts**

2. All OK

Circuit/System Testing

1. Ignition OFF. Scan tool disconnected. Disconnect the harness connector at the appropriate F105 Roof Rail Air Bag. It may take up to 2 min for all vehicle systems to power down.
2. Test for greater than 25 Ω between the control circuit terminals 1 and 2.

- **If 25 Ω or less**

1. Disconnect the X2 harness connector at the K36 inflatable restraint sensing and diagnostic module.

NOTE:

Some connectors may be equipped with shorting bars as a safety component to prevent accidental inflator deployment. When testing on a connector with shorting bars, the shorting bars must be disabled to ensure accurate test results. Insert an appropriate pick from EL-38125-580 and depress the shorting bars above the appropriate terminals. This will lift the shorting bar from the terminal and allow accurate test results. Take care not to damage the connector, shorting bar, or terminal when depressing the shorting bar.

2. Test for infinite resistance between the two control circuits.

- If less than infinite resistance, repair the short between the two circuits.
- If infinite resistance, replace the K36 inflatable restraint sensing and diagnostic module.

- **If greater than 25 Ω**

3. Ignition ON.

4. Test for less than 11 V between the control circuit terminals listed below and ground:

- Control circuit terminal 1
- Control circuit terminal 2

- **If 11 V or greater**

1. Ignition OFF. Disconnect the X2 harness connector at the K36 inflatable restraint sensing and diagnostic module. Ignition ON.

2. Test for less than 1 V between the control circuit and ground.

- If 1 V or greater, repair the short to voltage on the circuit.
- If less than 1 V, replace the K36 inflatable restraint sensing and diagnostic module.

- **If less than 11 V**

5. Ignition OFF.

6. Test for greater than 25 Ω between the control circuit terminals listed below and ground:

- Control circuit terminal 1
- Control circuit terminal 2

- **If 25 Ω or less**

1. Disconnect the X2 harness connector at the K36 inflatable restraint sensing and diagnostic module.

2. Test for infinite resistance between the control circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K36 inflatable restraint sensing and diagnostic module.

- **If greater than 25 Ω**

7. Ignition OFF. Install a 3 A fused jumper wire between the control circuit terminals 1 and 2. Ignition ON.

8. Verify the scan tool Deployment Loop Resistance parameter is less than 2 Ω .

- **If 2 Ω or greater**

1. Ignition OFF. Disconnect the X2 harness connector at the K36 inflatable restraint sensing and diagnostic module.

2. Test for less than 2 Ω in each control circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K36 inflatable restraint sensing and diagnostic module.

- **If less than 2 Ω**

9. Ignition OFF, connect the harness connector at the F105 Roof Rail Air Bag, press in the CPA (if equipped) until an audible and/or tactile click is heard.
10. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
11. Verify DTC B0016 or B0023 is not set.

- **If DTC B0016 or B0023 is set**

Test or replace the F105 Roof Rail Air Bag.

- **If DTC B0016 or B0023 is not set**

12. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Front and Rear Row Seat Roof Rail Airbag Replacement](#)
- [SIR/SRS Wiring Repairs](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B0017 OR B0024: DRIVER/PASSENGER KNEE AIR BAG DEPLOYMENT LOOP

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0017 01

Driver Knee Air Bag Deployment Loop Short to Battery

DTC B0017 02

Driver Knee Air Bag Deployment Loop Short to Ground

DTC B0017 04

Driver Knee Air Bag Deployment Loop Open

DTC B0017 0D

Driver Knee Air Bag Deployment Loop High Resistance

DTC B0017 0E

Driver Knee Air Bag Deployment Loop Low Resistance

DTC B0024 01

Passenger Knee Air Bag Deployment Loop Short to Battery

DTC B0024 02

Passenger Knee Air Bag Deployment Loop Short to Battery

DTC B0024 04

Passenger Knee Air Bag Deployment Loop Open

DTC B0024 0D

Passenger Knee Air Bag Deployment Loop High Resistance

DTC B0024 0E

Passenger Knee Air Bag Deployment Loop Low Resistance

Diagnostic Fault Information

Circuit	Short to Ground	High Resistance	Open	Short to Voltage	Signal Performance
Driver Knee Air Bag High Control	B0017 02, B0017 0E	B0017 0D	B0017 04, B0017 0D	B0017 01	-
Driver Knee Air Bag Low Control	B0017 02, B0017 0E	B0017 0D	B0017 04, B0017 0D	B0017 01	-
Passenger Knee Air Bag High Control	B0024 02, B0024 0E	B0024 0D	B0024 04, B0024 0D	B0024 01	-
Passenger Knee Air Bag Low Control	B0024 02, B0024 0E	B0024 0D	B0024 04, B0024 0D	B0024 01	-

Circuit/System Description

During a side or frontal crash of sufficient force the inflatable restraint sensing and diagnostic module (SDM) will allow current to flow through the deployment loop in order to deploy an air bag. There are 2 shorting bars used within the connector that will short together the control circuits, when the connector is disconnected. This will help to prevent unwanted deployment of the air bag or retractor pretensioner during servicing.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

B0017 01, B0024 01

The air bag control circuit is shorted to voltage for 2 seconds.

B0017 02, B0024 02

The air bag control circuit is shorted to ground for 2 seconds.

B0017 04, B0024 04

The air bag control circuit is open for 2 seconds.

B0017 0D, B0024 0D

The air bag deployment loop resistance is greater than 4.2 Ω for 2 seconds.

B0017 0E, B0024 0E

The air bag deployment loop resistance is less than 1.4 Ω for 2 seconds.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.

- The inflatable restraint sensing and diagnostic module will store a DTC, however if an event occurs the system will still attempt deployments.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

An incorrectly installed connector position assurance (CPA) or incorrectly seated connector can cause a shorting bar to short both control circuits together. Check the connectors and CPAs if a DTC with symptom byte 02 or 0E is set, to ensure the shorting bars are not causing the circuits to be shorted together. Shorting bars are used in the locations listed below:

- Driver and passenger knee air bags
- Inline harness connectors
- Harness side of the inflatable restraint sensing and diagnostic module connector

Terminal fretting or incorrectly seated connector can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 04 or 0D is set. Deployment loop DTCs of air bags in the seats can set because of stress or damage to the harness due to seat movement. Move the seat to the full extent of travel while using the scan tool to observe deployment loop resistance parameters.

Reference Information

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- [Connector Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Special Tools

EL-38125-580 Terminal Release Tool Kit

Circuit/System Verification

NOTE:

- Refer to [SIR Service Precautions](#).
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or

replacement of the affected component/connector.

- Knee air bag
- Inflatable restraint sensing and diagnostic module
- All wiring harness connectors
- Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease/lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify the scan tool Deployment Loop Resistance parameters stay consistently between 2.1 and 4.0 Ω without any spikes or dropouts while moving the harness near each connector listed below:

- F114D Knee Air Bag - Driver
- F114P Knee Air Bag - Passenger
- Any inline harness connector
- K36 Inflatable Restraint Sensing and Diagnostic Module
- **If less than 2.1 or greater than 4.0 Ω**

Refer to Circuit/System Testing.

- **If there are spikes or dropouts, perform the following:**
- Inspect each connector terminal and harness for damage or corrosion and repair as necessary.
- Apply dielectric grease/lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087) to each connector terminal
- Ensure each connector and CPA is correctly seated
- **If within 2.1 and 4.0 Ω without any spikes or dropouts**

2. All OK

Circuit/System Testing

1. Ignition OFF, disconnect the scan tool and disconnect the harness connector at the appropriate F114 Knee Air Bag.
2. At the harness connector, test for greater than 25 Ω between the control circuit terminals 1 and 2.

- **If 25 Ω or less**

1. Disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

NOTE:

Some connectors may be equipped with shorting bars as a safety component to prevent accidental inflator deployment. When testing on a connector with shorting bars, the shorting bars must be disabled to ensure accurate test results. Insert an appropriate pick from EL-38125-580 and depress the shorting bars above the appropriate terminals. This will lift the shorting bar from the terminal and allow accurate test results. Take care not to damage the connector, shorting bar, or terminal when depressing the shorting bar.

2. Test for infinite resistance between the 2 control circuits.

- If less than infinite resistance, repair the short between the 2 circuits.

- If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 25 Ω**
3. Ignition ON.
 4. Test for less than 11 V between the control circuit terminals listed below and ground:
 - Control circuit terminal 1
 - Control circuit terminal 2
 - **If 11 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module, ignition ON.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 11 V**
 5. Ignition OFF.
 6. Test for greater than 25 Ω between the control circuit terminals listed below and ground:
 - Control circuit terminal 1
 - Control circuit terminal 2
 - **If 25 Ω or less**
 1. Disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 25 Ω**
 7. Install a 3 A fused jumper wire between the control circuit terminals 1 and 2, ignition ON.
 8. Verify the scan tool Deployment Loop Resistance parameter is less than 2 Ω .
 - **If 2 Ω or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 2 Ω**
 9. Ignition OFF, disconnect the 3 A fused jumper wire. Connect the harness connector at the F114 Knee Air Bag, press in the CPA (if equipped) until an audible and/or tactile click is heard.
 10. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
 11. Verify DTC B0017 or B0024 is not set.
 - **If DTC B0017 or B0024 is set**

Test or replace the appropriate F114 Knee Air Bag.
 - **If DTC B0017 or B0024 is not set**
 12. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Instrument Panel Lower Airbag Replacement - Driver Side](#)
- [Instrument Panel Lower Airbag Replacement - Passenger Side](#)

- [Control Module References](#) for K36 Inflatable Restraint Sensing and Diagnostic Module replacement, programming, and setup

DTC B0019 OR B0020: PASSENGER INSTRUMENT PANEL AIR BAG DEPLOYMENT LOOP STAGE 1/STAGE 2

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0019

Passenger Instrument Panel Air Bag Deployment Loop Stage 1

DTC B0020

Passenger Instrument Panel Air Bag Deployment Loop Stage 2

For symptom byte information refer to [Symptom Byte List](#) .

Diagnostic Fault Information

Circuit	Short to Ground	High Resistance	Open	Short to Voltage	Signal Performance
Passenger Instrument Panel Air Bag Stage 1 High Control	B0019 02, B0019 0E	B0019 0D	B0019 04, B0019 0D	B0019 01	-
Passenger Instrument Panel Air Bag Stage 1 Low Control	B0019 02, B0019 0E	B0019 0D	B0019 04, B0019 0D	B0019 01	-
Passenger Instrument Panel Air Bag Stage 2 High Control	B0020 02, B0020 0E	B0020 0D	B0020 04, B0020 0D	B0020 01	-
Passenger Instrument Panel Air Bag Stage 2 Low Control	B0020 02, B0020 0E	B0020 0D	B0020 04, B0020 0D	B0020 01	-

Circuit/System Description

During a side or frontal crash of sufficient force the inflatable restraint sensing and diagnostic module (SDM) will allow current to flow through the deployment loop in order to deploy an air bag or pretensioner. There are 2 shorting bars which will short the control circuits together when the connector is disconnected. This will help to prevent unwanted deployment of the air bag or pretensioner during servicing.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

B0019 01, B0020 01

The air bag control circuit is shorted to voltage for 2 s.

B0019 02, B0020 02

The air bag control circuit is shorted to ground for 2 s.

B0019 04, B0020 04

The air bag control circuit is open for 2 s.

B0019 0D, B0020 0D

The air bag deployment loop resistance is greater than 4.2 Ω for 2 s.

B0019 0E, B0020 0E

The air bag deployment loop resistance is less than 1.4 Ω for 2 s.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- The inflatable restraint sensing and diagnostic module will store a DTC, however if an event occurs the system will still attempt deployments.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

An incorrectly installed connector position assurance (CPA) or incorrectly seated connector can cause a shorting bar to short both control circuits together. Check the connectors and CPAs if a DTC with symptom byte 02 or 0E is set, to ensure the shorting bars are not causing the circuits to be shorted together. Shorting bars are used in the locations listed below:

- Passenger instrument panel air bag
- Inline harness connectors
- Harness side of the inflatable restraint sensing and diagnostic module connector

Terminal fretting or incorrectly seated connectors can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 04 or 0D is set.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

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- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**
- **Connector Repairs**

Scan Tool Reference

Special Tools

EL-38125-580 Terminal Release Tool Kit

Circuit/System Verification

NOTE:

- Refer to [SIR Service Precautions](#).
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Passenger instrument panel air bag
 - inflatable restraint sensing and diagnostic module
 - Passenger instrument panel air bag wiring harness connector
 - inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify the scan tool Deployment Loop Resistance parameters stay consistently between 2.1 - 4.0 Ω without any spikes or dropouts while moving the harness near each connector listed below:

- F101 Passenger Instrument Panel Air Bag
- Any inline harness connector
- K36 Inflatable Restraint Sensing and Diagnostic Module
- **If less than 2.1 Ω or greater than 4.0 Ω**

Refer to Circuit/System Testing.

- **If there are spikes or dropouts, perform the following**
- Inspect each connector terminal and harness for damage or corrosion and repair as necessary
- Apply dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087) to each connector terminal
- Insure each connector and CPA is correctly seated.
- **If between 2.1 - 4.0 Ω without any spikes or dropouts**

2. All OK.

Circuit/System Testing

1. Ignition OFF, scan tool disconnected, disconnect the X215 inline harness connector for the F101 Passenger Instrument Panel Air Bag. It may take up to 2 min for all vehicle systems to power down.
2. Test for greater than 25 Ω between the appropriate control circuit terminals listed below on the K36 Inflatable Restraint Sensing and Diagnostic Module side of the connector:
 - F101 Passenger Instrument Panel Air Bag stage 1 X215 terminal 1 and 2
 - F101 Passenger Instrument Panel Air Bag stage 2 X215 terminal 3 and 4
 - **If 25 Ω or less**

1. Disconnect the X1 harness connector at the K36 inflatable restraint sensing and diagnostic module.

NOTE:

Some connectors may be equipped with shorting bars as a safety component to prevent accidental deployment. When testing on a connector with shorting bars, the shorting bars must be disabled to ensure accurate test results. Insert an appropriate pick from EL-38125-580 and depress the shorting bars above the appropriate terminals. This will lift the shorting bar from the terminal and allow accurate test results. Take care not to damage the connector, shorting bar, or terminal when depressing the shorting bar.

2. Test for infinite resistance between the two control circuits.
 - If less than infinite resistance, repair the short between the two circuits.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 25 Ω**
3. Ignition ON.
4. Test for less than 11 V between each control circuit terminal listed below on the instrument panel harness side of the connector and ground:
 - X215 control circuit terminal 1
 - X215 control circuit terminal 2
 - X215 control circuit terminal 3
 - X215 control circuit terminal 4
 - **If 11 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. Ignition ON.
 2. Test for less than 1 V between each control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 11 V**
5. Ignition OFF.
6. Test for greater than 25 Ω between each control circuit terminal listed below on the instrument panel harness side of the connector and ground:
 - X215 control circuit terminal 1
 - X215 control circuit terminal 2
 - X215 control circuit terminal 3
 - X215 control circuit terminal 4
 - **If 25 Ω or less**
 1. Disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 25 Ω**
7. Install a 3 A fused jumper wire between the control circuit terminals listed below on the instrument panel harness side of the connector:
 - F101 Passenger Instrument Panel Air Bag stage 1 X215 terminal 1 and 2
 - F101 Passenger Instrument Panel Air Bag stage 2 X215 terminal 3 and 4
8. Ignition ON.
9. Verify the scan tool Deployment Loop Resistance parameter is less than 2 Ω .

- **If 2 Ω or greater**

1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
2. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 2 Ω**

10. Ignition OFF, connect the X215 inline harness connector and disconnect the appropriate X1 (DTC B0019) or X2 (DTC B0020) harness connector at the F101 Passenger instrument panel air bag. Ignition ON.

11. Test for less than 11 V between each control circuit terminals listed below and ground:

- F101 Passenger Instrument Panel Air Bag control circuit terminal 1 X1
- F101 Passenger Instrument Panel Air Bag control circuit terminal 2 X1
- F101 Passenger Instrument Panel Air Bag control circuit terminal 1 X2
- F101 Passenger Instrument Panel Air Bag control circuit terminal 2 X2

- **If 11 V or greater**

Repair the short to voltage on the circuit.

- **If less than 11 V**

12. Ignition OFF.

13. Test for greater than 25 Ω between each control circuit terminals listed below and ground:

- F101 Passenger Instrument Panel Air Bag control circuit terminal 1 X1
- F101 Passenger Instrument Panel Air Bag control circuit terminal 2 X1
- F101 Passenger Instrument Panel Air Bag control circuit terminal 1 X2
- F101 Passenger Instrument Panel Air Bag control circuit terminal 2 X2

- **If 25 Ω or less**

Repair the short to ground on the circuit.

- **If greater than 25 Ω**

14. Install a 3 A fused jumper wire between the control circuit terminals listed below:

- F101 Passenger Instrument Panel Air Bag stage 1 control circuit terminal 1 X1 and 2 X1
- F101 Passenger Instrument Panel Air Bag stage 2 control circuit terminal 1 X2 and 2 X2

15. Ignition ON.

16. Verify the scan tool Deployment Loop Resistance parameter is less than 2 Ω .

- **If 2 Ω or greater**

1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
2. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit between the F101 Passenger Instrument Panel Air Bag connector and the X215 inline harness connector.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 2 Ω**

17. Ignition OFF, connect the harness connector at the F101 Passenger Instrument Panel Air Bag, press in the CPA (if equipped) until an audible and/or tactile click is heard.

18. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.

19. Verify DTC B0019 or B0020 is not set.

- **If DTC B0019 or B0020 is set**

Test or replace the F101 Passenger Instrument Panel Air Bag.

- **If DTC B0019 or B0020 is not set**

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Instrument Panel Airbag Replacement](#)
- [SIR/SRS Wiring Repairs](#)
- [Control Module References](#) for device control module replacement, programming and setup

DTC B0052: DEPLOYMENT COMMANDED

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using the diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0052 00

Deployment Commanded

DTC B0052 56

Deployment Commanded Too Many Transitions

Circuit/System Description

The inflatable restraint sensing and diagnostic module (SDM) senses vehicle impacts and provides deployment signals to the air bags and anchor and/or retractor pretensioners when warranted. The inflatable restraint sensing and diagnostic module sets DTC B0052 after each command for deployment. DTC B0052 will latch and not clear after 3 commanded deployments by the inflatable restraint sensing and diagnostic module. Therefore the inflatable restraint sensing and diagnostic module has to be replaced.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

- The inflatable restraint sensing and diagnostic module detects a frontal impact of sufficient force to warrant deployment of the frontal air bags.
- The inflatable restraint sensing and diagnostic module detects a side impact or rollover (if equipped) of sufficient force to warrant deployment of a seat air bag and/or roof rail air bag.

Action Taken When the DTC Sets

The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.

Conditions for Clearing the DTC

- DTC B0052 00 is a DTC that may be cleared with a scan tool without replacing the inflatable restraint sensing and diagnostic module. This DTC will not clear if deployment has been commanded more than two times, and the inflatable restraint sensing and diagnostic module would have to be replaced.
- DTC B0052 56 is a latched DTC. The DTC cannot be cleared with the scan tool. Replacement of the inflatable restraint sensing and diagnostic module is required.

Reference Information

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Supplemental Inflatable Restraint System Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)
- [Connector Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

[Circuit/System Verification](#)

1. Verify that DTC B0052 00 is not set.

- **If DTC B0052 00 is set**

Clear the DTC. If the DTC will not clear, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If DTC B0052 00 is not set**

2. Verify that DTC B0052 56 is not set.

- **If DTC B0052 56 is set**

Replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If DTC B0052 56 is not set**

3. All OK.

[Repair Instructions](#)

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B0071: PASSENGER SEAT BELT TENSION SENSOR CIRCUIT

[Diagnostic Instructions](#)

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

[DTC Descriptors](#)

DTC B0071 03

Passenger Seat Belt Tension Sensor Circuit Voltage Below Threshold

DTC B0071 04

Passenger Seat Belt Tension Sensor Circuit Open

DTC B0071 07

Passenger Seat Belt Tension Sensor Circuit Voltage Above Threshold

DTC B0071 08

Passenger Seat Belt Tension Sensor Circuit Voltage Performance - Signal Invalid

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Passenger Seat Belt Tension Sensor Signal	B0071 03	B0071 04	B0071 07	B0071 08
Passenger Seat Belt Tension Sensor Low Reference	-	B0071 07	-	-

Circuit/System Description

The seat belt tension sensor is a 2-wire sensor mounted on the passenger seat belt retractor and provides an input to the passenger presence module. When an infant car seat is properly restrained on the front passenger seat, the seat belt is tightly secured through the car seat. The seat belt pulls on the tension sensor and changes the voltage signal to the passenger presence module. The passenger presence module monitors the belt tension sensor signal circuit and if a fault is detected, DTC will be set. When the passenger presence module detects this DTC it will send out a serial data message and the inflatable restraint sensing and diagnostic module will notify the customer of the enable/disable status by illuminating the OFF indicator on the PASSENGER AIR BAG ON/OFF indicators. The inflatable restraint sensing and diagnostic module will then suppress the deployment of the passenger instrument panel air bag and illuminate the AIR BAG indicator.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 volts.

Conditions for Setting the DTC

- The passenger presence module detects the voltage at the passenger seat belt tension sensor signal circuit is less than 0.5 V or greater than 4.5 V for 1 s.
- The passenger presence module detects the voltage at the passenger seat belt tension sensor voltage reference circuit is less than 4.5 V or greater than 9.1 V for 1 s.
- The passenger presence module detects the amperage at the passenger seat belt tension sensor low reference circuit is 25 mA or greater for 1 s.

Action Taken When the DTC Sets

- The passenger presence module will set a DTC, and then communicate with the inflatable restraint sensing and diagnostic module.
- The inflatable restraint sensing and diagnostic module will set DTC B0081
- The inflatable restraint sensing and diagnostic module disables the passenger instrument panel air bag.
- The passenger presence module will illuminate the passenger air bag status OFF indicator.
- The inflatable restraint sensing and diagnostic module requests the instrument panel to illuminate the AIR BAG indicator.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aids

Inspect the passenger seat belt tension sensor signal and low reference circuits carefully for cutting and/or chafing.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Testing

NOTE: The seat belt buckle replacement with the seat belt tension sensor must be serviced as a complete unit.

When removing connectors, inspect for damage or corrosion. Damage or corrosion in the following requires repair or replacement of the affected component/connector:

- Passenger seat belt tension sensor
- Passenger presence module
- Passenger seat belt tension sensor wiring harness connector
- Passenger presence module wiring harness connector

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the B61P Seat Belt Tension Sensor - Passenger. It may take up to 2 min for all vehicle systems to power down.
2. Test for less than 10 Ω between the low reference circuit terminal 2 and ground.
 - **If greater than 10 Ω**
 1. Ignition OFF, disconnect the harness connector at the K85 Passenger Presence Module. It may take up to 2 min for all vehicle systems to power down.
 2. Test for less than 10 Ω between the low reference circuit and ground.
 - If less than 10 Ω , replace the K85 Passenger Presence Module.
 - If greater than 10 Ω , repair the open/high resistance.
 - **If less than 10 Ω**
3. Ignition On/Vehicle in Service Mode.
4. Test for less than 6 V between the signal circuit terminal 1 and ground.
 - **If 6 V or greater**
 1. Ignition OFF, disconnect the harness connector at the K85 Passenger Presence Module. Ignition On/Vehicle in Service Mode.
 2. Test for less than 1 V between the signal circuit and ground.

- If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K85 Passenger Presence Module.
 - **If less than 6 V**
5. Ignition OFF.
 6. Test for greater than 5K Ω between the signal circuit terminal 1 and ground. It may take up to 2 minutes for all vehicle systems to power down.
 - **If less than 5K Ω**
 1. Disconnect the harness connector at the K85 Passenger Presence Module.
 2. Test for Infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K85 Passenger Presence Module.
 - **If greater than 5K Ω**
 7. Disconnect the harness connector at the K85 Passenger Presence Module.
 8. Test for less than 2 Ω between the B61P Seat Belt Tension Sensor - Passenger signal circuit terminal 1 and the K85 Passenger Presence Module signal circuit terminal 6.
 - **If 2 Ω or greater**

Repair the open/high resistance in the circuit.
 - **If less than 2 Ω**
 9. If all circuits test normal, replace the B61P Seat Belt Tension Sensor - Passenger.
 10. Ignition On/Vehicle in Service Mode, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
 11. Verify DTC B0071 does not set.
 - **If DTC B0071 is set**

Replace the K85 Passenger Presence Module.
 - **If DTC B0071 is not set**
 12. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Front Seat Belt Retractor Replacement](#) for B61P Seat Belt Tension Sensor - Passenger.
- [Control Module References](#) for device replacement, programming, and setup.

DTC B0081 (PASSENGER PRESENCE SYSTEM): PASSENGER PRESENCE MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0081 11

Passenger Presence Module High Input

DTC B0081 4B

Passenger Presence Module Calibration Not Learned

DTC B0081 5A

Circuit/System Description

When the ignition is turned ON, the inflatable restraint sensing and diagnostic module and the passenger presence module perform tests to diagnose critical malfunctions. Upon a successful power-up mode the inflatable restraint sensing and diagnostic module will illuminate both PASSENGER AIRBAG ON/OFF indicators. If the inflatable restraint sensing and diagnostic module detects a fault in the passenger presence module, it may disable the passenger instrument panel air bag deployment loop, set DTC B0081 and illuminate the air bag indicator.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

Any of the following conditions must exist for 5 s.

B0081 11

The passenger presence module has failed the rezero procedure.

B0081 4B

The passenger presence module is not calibrated.

B0081 5A

The passenger presence module sets this code when the passenger presence module has lost communication with the inflatable restraint sensing and diagnostic module.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- The passenger instrument panel air bag deployment loop will be disabled.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aids

- If either the inflatable restraint sensing and diagnostic module or passenger presence module were replaced verify that the correct part numbers were used for the vehicle application.
- If this DTC is set as either current or history it may have been caused by an electronic device. If an electronic device (Computers, MP3 Players, Cell Phones, Diagnostic Scan Tool, Power Inverter, etc.) was placed on the passenger seat the passenger presence module may command the passenger air bag indicator to turn on and/or command the passenger seat belt indicator to turn on. Make sure there are no objects on the passenger seat and clear the DTCs. If this DTC resets then perform this diagnostic. If the DTC does not reset there is no further work needed on the passenger presence system.
- If this DTC is set as either current or history it may have been caused by an aftermarket seat heater. The aftermarket seat heater may command the passenger air bag indicator to turn on and/or command the passenger seat belt indicator to turn on. Remove the aftermarket seat heater from the passenger seat and clear the DTCs. If this DTC resets then perform this diagnostic. If the DTC does not reset there is no further work needed on the passenger presence system.

Reference Information

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE:

- This system is serviced as a kit (seat foam, module and sensing mat). Perform a passenger presence system rezero procedure whenever a component is replaced. Refer to [Passenger Presence System Programming and Setup](#).
- Both K36 Inflatable Restraint Sensing and Diagnostic Module and K85 Passenger Presence Module set DTC B0081 but with different symptoms bytes. Therefore it is important to identify which module has set the DTC B0081. Use the symptom bytes as a way of identify the correct module to diagnose.
- The K36 Inflatable Restraint Sensing and Diagnostic Module sets a B0081 3A when an incorrect K85 Passenger Presence Module is installed.

1. Verify that the seat is free of any objects or an aftermarket seat heater.

- **If objects and/or an aftermarket seat heater is present**

1. Remove objects and/or aftermarket seat heater.

2. Ignition ON, clear the DTC.

3. Verify that DTC B0081 is not set

- If the DTC B0081 is set, replace the K85 Passenger Presence Module
- If the DTC B0081 is not set

4. All OK.

- **If the seat is empty and does not have an aftermarket seat heater**

2. Verify that DTC B0081 3A is not set in the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If DTC B0081 3A is set in the K36 Inflatable Restraint Sensing and Diagnostic Module**

Replace the K85 Passenger Presence Module.

- **If DTC B0081 3A is not set in the K36 Inflatable Restraint Sensing and Diagnostic Module**

3. Verify that DTC B0081 11 or DTC B0081 4B is not set in the K85 Passenger Presence Module.

NOTE: The K36 Inflatable Restraint Sensing and Diagnostic Module sets a redundant B0081 00 DTC when the K85 Passenger Presence Module sets a DTC B0081 11 or B0081 4B.

- **If DTC B0081 11 or DTC B0081 4B is set in the K85 Passenger Presence Module**

Perform the passenger presence system rezero procedure. Refer to [Passenger Presence System Programming and Setup](#).

- **If neither of these DTCs are set in the K85 Passenger Presence Module**

4. Verify DTC B0081 5A is not set in the K85 Passenger Presence Module.

- **If DTC B0081 5A is set in the K85 Passenger Presence Module**

1. Verify the connections at the K36 Inflatable Restraint Sensing and Diagnostic Module and K85 Passenger Presence Module, for terminal corrosion, properly seated connectors, and the connector position assurance is installed.

2. Clear the DTC.

3. Verify DTC B0081 5A does not set in the K85 Passenger Presence Module.

- If DTC B0081 5A sets, replace the K85 Passenger Presence Module.
- If DTC B0081 5A does not set

4. All OK.

- **If DTC B0081 5A is not set in the K85 Passenger Presence Module**

5. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for passenger presence module or inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B0081 (INFLATABLE RESTRAINT SENSING AND DIAGNOSTIC MODULE): PASSENGER PRESENCE MODULE

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0081 00

Passenger Presence Module Malfunction

DTC B0081 3A

Passenger Presence Module Incorrect Component Installed

Circuit/System Description

When the ignition is turned ON, the Inflatable Restraint Sensing and Diagnostic Module and the Passenger Presence Module perform tests to diagnose critical malfunctions. Upon a successful power-up mode the Inflatable Restraint Sensing and Diagnostic Module will illuminate both PASSENGER AIRBAG ON/OFF indicators. If the Inflatable Restraint Sensing and Diagnostic Module detects a fault in the Passenger Presence Module, it may disable the passenger instrument panel air bag deployment loop, set DTC B0081 00 or DTC B0081 3A and illuminate the AIRBAG indicator.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

B0081 00

The Inflatable Restraint Sensing and Diagnostic Module has received a fault present message from the Passenger Presence Module.

B0081 3A

The Inflatable Restraint Sensing and Diagnostic Module has received a message from the Passenger Presence Module indicating a vehicle and Passenger Presence Module mismatch.

Action Taken When the DTC Sets

- The Inflatable Restraint Sensing and Diagnostic Module requests the instrument cluster to illuminate the AIR BAG indicator.
- The passenger instrument panel air bag deployment loop will be disabled.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aids

- If either the Inflatable Restraint Sensing and Diagnostic Module or Passenger Presence Module were replaced verify that the correct part numbers were used for the vehicle application.
- If this DTC is set as either current or history it may have been caused by an electronic device. If an electronic device (Computers, MP3 Players, Cell Phones, Diagnostic Scan Tool, Power Inverter, etc.) was placed on the passenger seat the Passenger Presence Module may command the passenger air bag indicator to turn on and/or command the passenger seat belt indicator to turn on. Make sure there are no objects on the passenger seat and clear the DTCs. If this DTC resets then perform this diagnostic. If the DTC does not reset there is no further work needed on the passenger presence system.
- If this DTC is set as either current or history it may have been caused by an aftermarket seat heater. The aftermarket seat heater may command the passenger air bag indicator to turn on and/or command the passenger seat belt indicator to turn on. Remove the aftermarket seat heater from the passenger seat and clear the DTCs. If this DTC resets then perform this diagnostic. If the DTC does not reset there is no further work needed on the passenger presence system.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

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Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Connector Repairs](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE:

- This system is serviced as a kit (seat foam, module and/or sensing mat). Perform a Passenger Presence System Preload procedure whenever a component is replaced. Refer to [Passenger Presence System Programming and Setup](#).
- Both Inflatable Restraint Sensing and Diagnostic Module and Passenger Presence Module set DTC B0081 but with different symptom bytes. Therefore it is important to identify which module has set the DTC B0081. Use the symptom bytes as a way of identify the correct module to diagnose.

- If DTC B1001 is set in the Inflatable Restraint Sensing and Diagnostic Module

Refer to [DTC B1001 \(Inflatable Restraint Sensing and Diagnostic Module\)DTC B1001 \(Passenger Presence System\)](#).

- If DTC B1001 is not set in the Inflatable Restraint Sensing and Diagnostic Module
2. Verify that DTC B0074, B101D, or B101E is not set in the Passenger Presence Module.
- If any of these DTCs are set in the Passenger Presence Module

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .

- If none of these DTCs are set in the Passenger Presence Module

NOTE: The Inflatable Restraint Sensing and Diagnostic Module sets a redundant B0081 00 DTC when the Passenger Presence Module sets a DTC B0081 11 or B0081 4B.

3. Verify that DTC B0081 00 is not set in the Inflatable Restraint Sensing and Diagnostic Module
- If DTC B0081 00 is set in the Inflatable Restraint Sensing and Diagnostic Module
- The Passenger Presence Module has set B0081 11 or a B0081 4B. Refer to B0081 (Passenger Presence Module) for diagnosis.
- If DTC B0081 00 is not set in the Inflatable Restraint Sensing and Diagnostic Module

NOTE: The Inflatable Restraint Sensing and Diagnostic Module sets a B0081 3A when an incorrect Passenger Presence Module is installed.

4. Verify that DTC B0081 3A is not set in the Inflatable Restraint Sensing and Diagnostic Module.
- If DTC B0081 3A is set in the Inflatable Restraint Sensing and Diagnostic Module
- Replace the K85 Passenger Presence Module.
- If DTC B0081 3A is not set in the Inflatable Restraint Sensing and Diagnostic Module
5. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for device replacement, programming and setup

DTC B0082: PASSENGER PRESENCE DETECTION SENSOR

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0082 01

Passenger Presence Detection Sensor Short to Battery

DTC B0082 02

Passenger Presence Detection Sensor Short to Ground

DTC B0082 04

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Passenger Presence Detection Sensor Signal	B0082 02	B0082 04	B0082 01	-
Passenger Presence Detection Sensor Ground	-	B0082 04	B0082 04	-

Circuit/System Description

The passenger presence detection sensor is within the passenger seat cushion and provides an input to the Inflatable Restraint Sensing and Diagnostic Module (SDM). The SDM supplies a low reference circuit and a passenger presence detection sensor signal circuit to determine seated or unseated condition of passenger seat.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC**B0082 01**

The K36 Inflatable Restraint Sensing and Diagnostic Module detects a short to voltage in the passenger presence detection sensor signal circuit.

B0082 02

The K36 Inflatable Restraint Sensing and Diagnostic Module detects a short to ground in the passenger presence detection sensor signal circuit

B0082 04

The K36 Inflatable Restraint Sensing and Diagnostic Module detects an open/high resistance in the passenger presence detection sensor signal circuit or the seat belt reminder sensor ground circuit

Action Taken When the DTC Sets

The SIR System is disabled and no deployments are allowed.

Conditions for Clearing the DTC

- The DTC will be current for as long as the fault is present
- When the fault is no longer present, the DTC will be a history DTC
- A history DTC will clear after 50 ignition cycles

Reference Information

Schematic Reference

- [Seat Belt Schematics](#)
- [SIR Schematics](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

- [Circuit Testing](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)
- [Connector Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition On/Vehicle in Service Mode.
2. With passenger seat empty, verify the scan tool Passenger Seat Occupancy Status parameter is Empty Seat.
 - **If scan tool Passenger Seat Occupancy Status parameter is not Empty Seat**
Refer to Circuit/System Testing.
 - **If scan tool Passenger Seat Occupancy Status parameter is Empty Seat**
3. With the passenger seat occupied, verify the scan tool Passenger Seat Occupancy Status parameter is Occupied.
 - **If scan tool Passenger Seat Occupancy Status parameter is not Occupied**
Refer to Circuit/System Testing.
 - **If scan tool Passenger Seat Occupancy Status parameter is Occupied**
4. All OK.

Circuit/System Testing

1. Ignition OFF.
2. Disconnect the harness connector at the B60 Passenger Presence Sensor.
3. Test for less than 30 Ω between the low reference circuit terminal 2 and ground.
 - **If 30 Ω or greater**
 1. Ignition OFF, disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for less than 2 Ω in the B60 Passenger Presence Sensor low reference circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 30 Ω**
4. Ignition On/Vehicle in Service Mode, test for 4.75 - 5.25 V between the signal circuit terminal 1 and ground.
 - **If less than 4.75 V**
 1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 5.25 V**
 1. Ignition OFF.
 2. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

3. Ignition On/Vehicle in Service Mode.

4. Test for less than 1 V between the signal circuit and ground.

- If 1 V or greater, repair the short to voltage on the circuit.
- If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
- **If between 4.75 - 5.25 V**

5. Replace the B60 Passenger Presence Sensor.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Front Seat Cushion Cover and Pad Replacement](#)
- [Control Module References](#) for device replacement, programming and setup

DTC B0083 OR B0084: LEFT FRONT/RIGHT FRONT IMPACT SENSOR

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0083 01

Left Front Impact Sensor High Voltage/Open

DTC B0083 02

Left Front Impact Sensor Short to Ground

DTC B0083 04

Left Front Impact Sensor Open

DTC B0083 05

Left Front Impact Sensor High Voltage/Open

DTC B0083 39

Left Front Impact Sensor Internal Malfunction

DTC B0083 3A

Left Front Impact Sensor Incorrect Component Installed

DTC B0083 71

Left Front Impact Sensor Invalid Data

DTC B0084 01

Right Front Impact Sensor High Voltage/Open

DTC B0084 02

Right Front Impact Sensor Short to Ground

DTC B0084 04

Right Front Impact Sensor Open

DTC B0084 05

Right Front Impact Sensor High Voltage/Open

DTC B0084 39

Right Front Impact Sensor Internal Malfunction

DTC B0084 3A

Right Front Impact Sensor Incorrect Component Installed

DTC B0084 71

Right Front Impact Sensor Invalid Data

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Left Front Impact Sensor High Signal	B0083 02	B0083 01, B0083 04, B0083 05	B0083 01	B0083 3A
Left Front Impact Sensor Low Reference	B0083 02	B0083 01, B0083 04, B0083 05	B0083 01	B0083 3A
Right Front Impact Sensor High Signal	B0084 02	B0083 01, B0083 04, B0083 05	B0084 01	B0084 3A
Right Front Impact Sensor Low Reference	B0084 02	B0083 01, B0083 04, B0083 05	B0084 01	B0084 3A

Circuit/System Description

The impact sensors are equipped on vehicles to supplement the Supplemental Inflatable Restraint (SIR) System performance. The impact sensors are electronic and are not part of the deployment loops, but instead provide inputs to the inflatable restraint sensing and diagnostic module. The impact sensors can assist in determining the severity of some frontal and side collisions. The inflatable restraint sensing and diagnostic module uses the input from the impact sensors to assist in determining the severity of a collision further supporting air bag deployment. If the inflatable restraint sensing and diagnostic module determines a deployment is warranted, the inflatable restraint sensing and diagnostic module will cause current to flow through the deployment loops deploying the air bags.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

Any of the following conditions exist for 10 seconds:

B0083 01, B0084 01

- The sensor has been shorted to voltage.
- The sensor has High Voltage/Open.

B0083 02, B0084 02

- The sensor has been shorted to ground.
- The sensor current is greater than 23 mA for greater than 5 milliseconds.

B0083 04, B0083 05, B0084 04, B0084 05

- The sensor circuit is open.
- The inflatable restraint sensing and diagnostic module has not received a message from the sensor for greater than 375 milliseconds.

B0083 39, B0084 39

- The inflatable restraint sensing and diagnostic module has received a Not OK message from the sensor.
- The inflatable restraint sensing and diagnostic module has not received a message.

B0083 3A, B0084 3A

- The inflatable restraint sensing and diagnostic module has received identification message from the sensor, which does not match the identification stored in the inflatable restraint sensing and diagnostic module memory.
- The inflatable restraint sensing and diagnostic module has reset the impact sensor twice without detecting the correct identification message.

B0083 71, B0084 71

The inflatable restraint sensing and diagnostic module has received invalid serial data from the sensor.

Action Taken When the DTC Sets

The inflatable restraint sensing and diagnostic module requests the instrument panel cluster to illuminate the AIR BAG indicator.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.
- An ignition cycle is required for the DTC to go from current to history.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

Terminal fretting, damaged terminals, damaged connectors, or incorrectly seated connectors can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 05 is set.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

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Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Testing for Intermittent Conditions and Poor Connections**
- **Connector Repairs**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

cardiagn.com

Circuit/System Verification

NOTE:

- Refer to [SIR Service Precautions](#).
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Impact sensor
 - Impact sensor wiring harness connector
 - Inflatable restraint sensing and diagnostic module
 - Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly. Replace any CPA that is damaged or missing.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify that DTC B0083 or B0084 symptom byte 39 or 71 is not set as current.

- **If DTC B0083 or B0084 symptom byte 39 or 71 is set as current**

Replace the appropriate B59 Impact Sensor.

- **If DTC B0083 or B0084 symptom byte 39 or 71 is not set as current**

2. Verify that the inflatable restraint sensing and diagnostic module calibrations match the VIN, software part number, and calibration part number.

- **If the inflatable restraint sensing and diagnostic module calibrations do not match the VIN data**

Program the inflatable restraint sensing and diagnostic module.

- **If the inflatable restraint sensing and diagnostic module calibrations match the VIN data**

3. Verify the B59 Front Impact Sensors have the correct part numbers, matching the label part numbers with the parts catalog.

- **If the inflatable restraint sensing and diagnostic module part numbers do not match**

Replace the incorrect B59 Front Impact Sensor

- **If the inflatable restraint sensing and diagnostic module part numbers do match**

4. Verify that DTC B0083 or B0084 symptom byte 01, 02, 04, or 05 is not set as current.

- **If DTC B0083 or B0084 symptom byte 01, 02, 04, or 05 is set as current**

Refer to Circuit/System Testing.

- **If DTC B0083 or B0084 symptom byte 01, 02, 04, 05 is not set as current**

5. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the appropriate B59 front impact sensor. It may take up to 2 min for all vehicle systems to power down.

2. Test for less than 10 Ω between the low reference circuit terminal 2 and ground.

- **If 10 Ω or greater**

1. Ignition OFF, disconnect the X2 harness connector at the K36 inflatable restraint sensing and diagnostic module.
2. Test for less than 2 Ω in the low reference circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 inflatable restraint sensing and diagnostic module.
- **If less than 10 Ω**
3. Test for greater than 50k Ω between the signal circuit terminal 1 and ground.
 - **If 50k Ω or less**
 1. Disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 50k Ω**
4. Ignition ON, wait 1 min, test for less than 1 V between the signal circuit terminal 1 and ground.
 - **If 1 V or greater**
 1. Ignition OFF, disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If greater than 1 V, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 1 V**

NOTE: When using the MIN MAX function, autorange on the DMM may not function properly. To ensure accurate test results, turn off autorange and manually set the DMM range to 000.0 V.

5. Ignition OFF, install a DMM between the signal circuit terminal 1 and ground. Set the DMM to capture DC voltage using the MIN MAX function. Turn off autorange and manually set the DMM range to 000.0 V. Ignition ON.
6. Verify the MAX voltage captured by the DMM is between 4 - 9V.
 - **If less than 4 V**
 1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 9V**
 1. Ignition OFF. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. Ignition ON.
 2. Test for less than 1 V between the signal circuit terminal 1 and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If between 4 - 9V**
7. Ignition OFF, reconnect all harness connectors, press in the CPA (if equipped) until an audible and/or tactile click is heard.
8. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
9. Operate the vehicle under the conditions for setting the DTC. The DTC should not set.

- **If the DTC sets**

Replace the B59 Impact Sensor.

- **If the DTC does not set**

10. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Airbag Front End Discriminating Sensor Replacement - Right Side \(with AYF\)](#)
- [Airbag Front End Discriminating Sensor Replacement - Left Side \(with AYF\)](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B0085 OR B0088: LEFT FRONT/RIGHT REAR SIDE IMPACT SENSOR

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0085 01

Left Front Side Impact Sensor Open/High Resistance

DTC B0085 02

Left Front Side Impact Sensor Short to Ground

DTC B0085 04

Left Front Side Impact Sensor Open

DTC B0085 39

Left Front Side Impact Sensor Internal Malfunction

DTC B0085 3A

Left Front Side Impact Sensor Incorrect Component Installed

DTC B0088 01

Right Rear Side Impact Sensor Open/High Resistance

DTC B0088 02

Right Rear Side Impact Sensor Short to Ground

DTC B0088 04

Right Rear Side Impact Sensor Open

DTC B0088 39

Right Rear Side Impact Sensor Internal Malfunction

DTC B0088 3A

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Left Front Side Impact Sensor High Signal	B0085 02, B0088 02	B0085 01, B0085 04	B0085 01, B0088 01	B0085 39
Left Front Side Impact Sensor Low Reference	B0085 02, B0088 02	B0085 01, B0085 04	B0085 01, B0088 01	B0085 39
Right Rear Side Impact Sensor High Signal	B0085 02, B0088 02	B0088 01, B0088 04	B0085 01, B0088 01	B0088 39
Right Rear Side Impact Sensor Low Reference	B0085 02, B0088 02	B0088 01, B0088 04	B0085 01, B0088 01	B0088 39

Circuit/System Description

The impact sensors are electronic and are not part of the deployment loops, but instead provide inputs to the Inflatable Restraint Sensing and Diagnostic Module (SDM). The impact sensors can assist in determining the severity of some frontal and side collisions. The Inflatable Restraint Sensing and Diagnostic Module uses the input from the impact sensors to assist in determining the severity of a collision further supporting air bag deployment. If the Inflatable Restraint Sensing and Diagnostic Module determines a deployment is warranted, the Inflatable Restraint Sensing and Diagnostic Module will cause current to flow through the deployment loops deploying the air bags.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

Any of the following conditions exist for 10 seconds:

B0085 01, B0088 01

- The impact sensor has an open/high resistance.
- The impact sensor has been shorted to voltage.

B0085 02, B0088 02

- The sensor has been shorted to ground.
- The sensor current is greater than 23 mA for greater than 5 ms.

B0085 04, B0088 04

- The impact sensor has an open or high resistance.
- The Inflatable Restraint Sensing and Diagnostic Module has not received a message from the sensor for greater than 375 ms.

B0085 39, B0088 39

- The Inflatable Restraint Sensing and Diagnostic Module has received a Not OK message from the sensor.
- The Inflatable Restraint Sensing and Diagnostic Module has not received a message.

B0085 3A, B0088 3A

- The Inflatable Restraint Sensing and Diagnostic Module has received identification message from the sensor, which does not match the identification stored in the Inflatable Restraint Sensing and Diagnostic Module memory.
- The Inflatable Restraint Sensing and Diagnostic Module has reset the impact sensor twice without detecting the correct identification message.

Action Taken When the DTC Sets

The Inflatable Restraint Sensing and Diagnostic Module requests the instrument panel cluster to illuminate the AIR BAG indicator.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.
- An ignition cycle is required for the DTC to go from current to history.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

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Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Testing for Intermittent Conditions and Poor Connections**
- **Connector Repairs**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE:

- Refer to **SIR Service Precautions**.
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Side Impact Sensor
 - Inflatable Restraint Sensing and Diagnostic Module
 - Front impact sensor wiring harness connector
 - Side Impact Sensor wiring harness connector
 - Inflatable Restraint Sensing and Diagnostic Module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly. Replace any CPA that is damaged or missing.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify that DTC B0085 or B0088 symptom byte 39 is not set as current.

- **If DTC B0085 or B0088 symptom byte 39 is set as current**

Replace the sensor listed below:

- B0085 - B63LF Side Impact Sensor-Left Front
- B0088 - B63RR Side Impact Sensor-Right Rear
- **If DTC B0085 or B0088 symptom byte 39 is not set as current**

2. Verify that DTC B0085 or B0088 symptom byte 3A is not set as current.

- **If DTC B0085 or B0088 symptom byte 3A is set as current**

Replace the incorrect B63 Side Impact Sensor

- **If DTC B0085 or B0088 symptom byte 3A is not set as current**

3. Verify that DTC B0085 or B0088 symptom byte 02 or 05 is set as current.

- **If only DTC B0085 symptom byte 01, 02 or 04 is set as current**

Refer to Circuit/System Testing - Only DTC B0085 or B0088 is set.

- **If only DTC B0088 symptom byte 01, 02 or 04 is set as current**

Refer to Circuit/System Testing - Only DTC B0085 or B0088 is set.

- **If both DTC B0085 or B0088 symptom byte 01 or 02 is set as current**

Refer to Circuit/System Testing - Both DTC B0085 and B0088 are set.

- **If DTC B0085 or B0088 symptom byte 01 or 02 is not set as current**

4. All OK.

Circuit/System Testing

NOTE: The signal circuit is shared at the K36 Inflatable Restraint Sensing and Diagnostic Module between the B63LF Side Impact Sensor - Left Front and the B63RR Side Impact Sensor - Right Rear (DTC B0085 and DTC B0088). Therefore a short to ground or short to voltage in either of these signal circuits can set a DTC for both circuits, and an open in either circuit will only set its corresponding DTC.

Only DTC B0085 or B0088 is set

1. Ignition OFF, disconnect the harness connector at the appropriate B63 Side Impact Sensor. It may take up to 2 minutes for all vehicle systems to power down.

2. Test for less than 10 Ω between the low reference circuit terminal 2 and ground.

- **If 10 Ω or greater**

1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for less than 2 Ω in the low reference circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 10 Ω**

3. Ignition ON.

4. Test for 4-9 V between the signal circuit terminal 1 and ground.

- **If less than 4 V**

1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for infinite resistance between the signal circuit and ground.

- If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 9V**
 1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If between 4-9 V**
 5. Ignition OFF, connect all harness connectors, press in the CPA (if equipped) until an audible and/or tactile click is heard.
 6. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
 7. Verify the DTC does not set.
 - **If the DTC sets**
 1. Replace the B63 Side Impact Sensor.
 2. Verify the DTC does not set.
 - If the DTC sets, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - If the DTC does not set.
 3. All OK.
 - **If the DTC does not set**
 8. All OK

Both DTC B0085 and B0088 are set

1. Ignition OFF. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for greater than 50k Ω between each signal circuit listed below and ground:
 - Left front signal circuit - terminal 19 X2
 - Right rear signal circuit - terminal 30 X2
 - **If 50k Ω or less**
 1. Ignition OFF. Disconnect the harness connector at the B63 Side Impact Sensor that failed the test. Ignition ON.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the B63 Side Impact Sensor.
 - **If greater than 50k Ω**
3. Ignition ON.
4. Test for less than 1 V between the signal circuit terminals listed below and ground:
 - Left front signal circuit - terminal 19 X2
 - Right rear signal circuit - terminal 30 X2
 - **If 1 V or greater**
 1. Disconnect the harness connector at the B63 Side Impact Sensor that failed the test.
 2. Test for less than 1 V between signal circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V, replace the B63 Side Impact Sensor.
 - **If less than 1 V**
5. Ignition OFF, connect all harness connectors, press in the CPA (if equipped) until an audible and/or tactile click is heard.

6. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
7. Verify the DTC does not set.
 - **If the DTC sets**

Replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If the DTC does not set**
8. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Airbag Side Impact Sensor Replacement - Front Side Door \(with AYF\)](#)
- [Airbag Side Impact Rear Sensor Replacement \(with AYF\)](#)
- [Control Module References](#) for Inflatable Restraint Sensing and Diagnostic Module replacement, programming and setup

DTC B0086 OR B0087: RIGHT FRONT/LEFT REAR SIDE IMPACT SENSOR

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0086 01

Right Front Side Impact Sensor High Voltage/Open

DTC B0086 02

Right Front Side Impact Sensor Short to Ground

DTC B0086 04

Right Front Side Impact Sensor Open

DTC B0086 39

Right Front Side Impact Sensor Internal Malfunction

DTC B0086 3A

Right Front Side Impact Sensor Incorrect Component Installed

DTC B0087 01

Left Rear Side Impact Sensor High Voltage/Open

DTC B0087 02

Left Rear Side Impact Sensor Short to Ground

DTC B0087 04

Left Rear Side Impact Sensor Open

DTC B0087 39

Left Rear Side Impact Sensor Internal Malfunction

DTC B0087 3A

Left Rear Side Impact Sensor Incorrect Component Installed

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Right Front Side Impact Sensor High Signal	B0086 02, B0087 02	B0086 01, B0086 04	B0086 01, B0087 01	B0086 39
Right Front Side Impact Sensor Low Reference	B0086 02, B0087 02	B0086 01, B0086 04	B0086 01, B0087 01	B0086 39
Left Rear Side Impact Sensor High Signal	B0086 02, B0087 02	B0087 01, B0087 04	B0086 01, B0087 01	B0087 39
Left Rear Side Impact Sensor Low Reference	B0086 02, B0087 02	B0087 01, B0087 04	B0086 01, B0087 01	B0087 39

Circuit/System Description

The impact sensors are electronic and are not part of the deployment loops, but instead provide inputs to the Inflatable Restraint Sensing and Diagnostic Module (SDM). The impact sensors can assist in determining the severity of some frontal and side collisions. The Inflatable Restraint Sensing and Diagnostic Module uses the input from the impact sensors to assist in determining the severity of a collision further supporting air bag deployment. If the Inflatable Restraint Sensing and Diagnostic Module determines a deployment is warranted, the Inflatable Restraint Sensing and Diagnostic Module will cause current to flow through the deployment loops deploying the air bags.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

Any of the following conditions exist for 10 seconds:

B0086 01, B0087 01

- The impact sensor has been shorted to voltage.
- The impact sensor has an open/high resistance.

B0086 02, B0087 02

- The sensor has been shorted to ground.
- The sensor current is greater than 23 mA for greater than 5 ms.

B0086 04, B0087 04

- The sensor circuit is open.
- The Inflatable Restraint Sensing and Diagnostic Module has not received a message from the sensor for greater than 375 ms.

B0086 39, B0087 39

- The Inflatable Restraint Sensing and Diagnostic Module has received a Not OK message from the sensor.
- The Inflatable Restraint Sensing and Diagnostic Module has not received a message.

B0086 3A, B0087 3A

- The Inflatable Restraint Sensing and Diagnostic Module has received identification message from the sensor, which does not match the identification stored in the Inflatable Restraint Sensing and Diagnostic Module memory.

- The Inflatable Restraint Sensing and Diagnostic Module has reset the impact sensor twice without detecting the correct identification message.

Action Taken When the DTC Sets

The Inflatable Restraint Sensing and Diagnostic Module requests the instrument panel cluster to illuminate the AIR BAG indicator.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.
- An ignition cycle is required for the DTC to go from current to history.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

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Supplemental Inflatable Restraint System Description and Operation

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- **Testing for Intermittent Conditions and Poor Connections**
- **Connector Repairs**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: Refer to **SIR Service Precautions**.

Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.

- Side Impact Sensor
- Inflatable Restraint Sensing and Diagnostic Module
- Front impact sensor wiring harness connector
- Side Impact Sensor wiring harness connector
- Inflatable Restraint Sensing and Diagnostic Module wiring harness connector

NOTE: The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly. Replace any CPA that is damaged or missing.

If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify that DTC B0086 or B0087 symptom byte 39 is not set as current.

- **If DTC B0086 or B0087 symptom byte 39 is set as current**

Replace the sensor listed below:

- B0086 - B63LF Side Impact Sensor-Right Front
- B0087 - B63RR Side Impact Sensor-Left Rear
- **If DTC B0086 or B0087 symptom byte 39 is not set as current**

2. Verify that DTC B0086 or B0087 symptom byte 3A is not set as current.

- **If DTC B0086 or B0087 symptom byte 3A is set as current**

Replace the incorrect B63 Side Impact Sensor

- **If DTC B0086 or B0087 symptom byte 3A is not set as current**

3. Verify that DTC B0086 or B0087 symptom byte 02 or 05 is set as current.

- **If only DTC B0086 symptom byte 01, 02 or 04 is set as current**

Refer to Circuit/System Testing - Only DTC B0086 or B0087 is set.

- **If only DTC B0087 symptom byte 01, 02 or 04 is set as current**

Refer to Circuit/System Testing - Only DTC B0086 or B0087 is set.

- **If both DTC B0086 or B0087 symptom byte 01, 02 or 04 is set as current**

Refer to Circuit/System Testing - Both DTC B0086 and B0087 are set.

- **If DTC B0086 or B0087 symptom byte 01, 02 or 04 is not set as current**

4. All OK.

Circuit/System Testing

NOTE:

The signal circuit is shared at the K36 Inflatable Restraint Sensing and Diagnostic Module between the B63RF Side Impact Sensor right front and the B63LR Side Impact Sensor left rear (DTC B0086 and DTC B0087). Therefore a short to ground or short to voltage in either of these signal circuits can set a DTC for both circuits, and an open in either circuit should only set its corresponding DTC.

Only DTC B0086 or B0087 is set

1. Ignition OFF, disconnect the harness connector at the appropriate B63 Side Impact Sensor. It may take up to 2 minutes for all vehicle systems to power down.

2. Test for less than 10 Ω between the low reference circuit terminal 2 and ground.

- **If 10 Ω or greater**

1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for less than 2 Ω in the low reference circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 10 Ω**

3. Ignition ON.

4. Test for 4-9 V between the signal circuit terminal 1 and ground.

- **If less than 4 V**

1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground in the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If greater than 9V**

1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage in the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If between 4-9 V**

5. Ignition OFF, connect all harness connectors, press in the CPA (if equipped) until an audible and/or tactile click is heard.
6. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
7. Verify the DTC does not set.

- **If the DTC sets**

1. Replace the B63 Side Impact Sensor.
2. Verify the DTC does not set.
 - If the DTC sets, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - If the DTC does not set.

3. All OK.

- **If the DTC does not set**

8. All OK.

Both DTC B0086 and B0087 are set

1. Ignition OFF. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for greater than 50k Ω between each signal circuit listed below and ground:

- Right front signal circuit - terminal 22 X2
- Left rear signal circuit - terminal 27 X2

- **If 50k Ω or less**

1. Disconnect the harness connector at the B63 Side Impact Sensor that failed the test.
2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the B63 Side Impact Sensor.

- **If greater than 50k Ω**

3. Ignition ON.

4. Test for less than 1 V between the signal circuit terminals listed below and ground:

- Right front signal circuit - terminal 22 X2
- Left rear signal circuit - terminal 27 X2

- **If 1 V or greater**

1. Ignition OFF. Disconnect the harness connector at the B63 Side Impact Sensor that failed the test. Ignition ON.

2. Test for less than 1 V between signal circuit and ground.

- If 1 V or greater, repair the short to voltage in the circuit.

- If less than 1 V, replace the B63 Side Impact Sensor.

- **If less than 1 V**

5. Ignition OFF, connect all harness connectors, press in the CPA (if equipped) until an audible and/or tactile click is heard.
6. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
7. Verify the DTC does not set.

- **If the DTC sets**

1. Replace the B63 Side Impact Sensor.
2. Verify the DTC does not set.
 - If the DTC sets, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - If the DTC does not set.
3. All OK.

- **If the DTC does not set**

8. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Airbag Side Impact Sensor Replacement - Front Side Door \(with AYF\)](#)
- [Airbag Side Impact Rear Sensor Replacement \(with AYF\)](#)
- [Control Module References](#) for Inflatable Restraint Sensing and Diagnostic Module replacement, programming and setup

DTC B0091: CENTER FRONT IMPACT SENSOR

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0091

Center Front Impact Sensor

For symptom byte information refer to [Symptom Byte List](#).

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Signal	B0091 02	B0091 04, B0091 05, B0091 71	B0091 01, B0091 05	B0091 08, B0091 39, B0091 0F
Low Reference	B0091 02	B0091 04, B0091 05, B0091 71	-	-

Circuit/System Description

The impact sensors are equipped on vehicles to supplement the supplemental inflatable restraint (SIR) system performance. The impact sensors are electronic and are not part of the deployment loops, but instead provide inputs to the inflatable restraint sensing and diagnostic module. The impact sensors can assist in determining the severity of some frontal and side collisions. The inflatable restraint sensing and diagnostic module uses the input from the impact sensors to assist in determining the severity of a collision further supporting air bag deployment. If the inflatable restraint sensing and diagnostic module determines a deployment is warranted, the inflatable restraint sensing and diagnostic module will cause current to flow through the deployment loops deploying the appropriate air bags. The center front impact sensor and side

impact sensors utilize a bidirectional 2-wire circuit. The sensors modulate current on the interface to send identification, state of health, and deployment commands to the inflatable restraint sensing and diagnostic module. The inflatable restraint sensing and diagnostic module serves as a power source and a ground for the sensors. When the ignition is turned ON and input power from the inflatable restraint sensing and diagnostic module is first detected, the sensors respond by performing internal diagnostics and sending an identification to the inflatable restraint sensing and diagnostic module. The inflatable restraint sensing and diagnostic module considers the identification to be valid if the response time is less than 5 s. The sensors continually communicate status messages to the inflatable restraint sensing and diagnostic module, which determines if a fault is present in the sensor circuit. When a fault is detected, the inflatable restraint sensing and diagnostic module may reset the sensors up to 2 times by removing and reapplying power to it. If the fault is still present, the inflatable restraint sensing and diagnostic module will set a DTC.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

B0091 02

- The inflatable restraint sensing and diagnostic module has detected the center front impact sensor has been shorted to ground.
- The center front impact sensor current is greater than 23 mA for greater than 5 ms.

B0091 04

The impact sensor has an open or high resistance.

B0091 05

- The impact sensor has an open or high resistance.
- The impact sensor has been shorted to voltage.

B0091 08

The impact sensor has an invalid signal.

B0091 0F

The impact sensor has an erratic signal.

B0091 39

- The inflatable restraint sensing and diagnostic module has received a Not OK message from the center front impact sensor.
- The inflatable restraint sensing and diagnostic module has not received a message.

B0091 3A

- The inflatable restraint sensing and diagnostic module has received identification message from the center front impact sensor which does not match the identification stored in the inflatable restraint sensing and diagnostic module memory.
- The inflatable restraint sensing and diagnostic module has reset the center front impact sensor twice without detecting the correct identification message.

B0091 71

The inflatable restraint sensing and diagnostic module has received invalid serial data from the center front impact sensor.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument panel cluster to illuminate the AIR BAG indicator.
- The SIR system is disabled and no deployments are allowed.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aid

NOTE: The following diagnostic aids apply for both current and history DTCs.

Terminal fretting, damaged terminals, damaged connectors, or incorrectly seated connectors can cause an open/high resistance condition. Check the circuit terminals for fretting or incorrectly seated connector if a DTC with symptom byte 05 or 71 is set.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- Circuit Testing
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs
- Connector Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE:

- Refer to SIR Service Precautions.
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Front impact sensor
 - Side impact sensor
 - Inflatable restraint sensing and diagnostic module
 - Front impact sensor wiring harness connector
 - Side impact sensor wiring harness connector
 - Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting bars

within the connector allowing the deployment circuit to operate properly. Replace any CPA that is damaged or missing.

- **If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.**

1. Verify that DTC B0091 symptom byte 08, 0F, 3A, 39 or 71 is not set as current.

- **If DTC B0091 symptom byte 08, 0F, 3A, 39 or 71 is set as current**

Replace the B59 Front Impact Sensor.

- **If DTC B0091 symptom byte 08, 0F, 3A, 39 or 71 is not set as current**

2. Verify that DTC B0091 symptom byte 01, 02, 04, or 05 is not set as current.

- **If DTC B0091 symptom byte 01, 02, 04, or 05 is set as current**

Refer to Circuit/System Testing.

- **If DTC B0091 symptom byte 01, 02, 04, 05 is not set as current**

3. All OK.

Circuit/System Testing

1. Ignition OFF, and all vehicle systems OFF, disconnect the harness connector at the B59 Front Impact Sensor. It may take up to 2 min for all vehicle systems to power down.

2. Test for less than 10 Ω between the low reference circuit terminal 2 and ground.

- **If 10 Ω or greater**

1. Ignition OFF, disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for less than 2 Ω in the low reference circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 10 Ω**

3. Test for greater than 50k Ω between the signal circuit terminal 1 and ground.

- **If 50k Ω or less**

1. Disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for infinite resistance between the signal circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If greater than 50k Ω**

4. Ignition ON, wait 1 min, test for less than 1 V between the signal circuit terminal 1 and ground.

- **If 1 V or greater**

1. Ignition OFF, disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module, ignition ON.

2. Test for less than 1 V between the signal circuit and ground.

- If greater than 1 V, repair the short to voltage on the circuit.
- If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 1 V**

NOTE: When using the MIN MAX function, autorange on the DMM may not function properly. To ensure accurate test results, turn off autorange easdiagn.com

and manually set the DMM range to 000.0 V.

5. Ignition OFF, install a DMM between the signal circuit terminal 1 and ground. Set the DMM to capture DC voltage using the MIN MAX function. Turn off autorange and manually set the DMM range to 000.0 V. Ignition ON.
6. Verify the MAX voltage captured by the DMM is between 4 - 9V.
 - **If less than 4 V**
 1. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 9V**
 1. Ignition OFF. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. Ignition ON.
 2. Test for less than 1 V between the signal circuit terminal 1 and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If between 4 - 9V**
7. Ignition OFF, reconnect all harness connectors, press in the CPA (if equipped) until an audible and/or tactile click is heard.
8. Ignition ON, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.
9. Verify the DTC does not set.
 - **If the DTC sets**

Replace the B59 Front Impact Sensor.
 - **If the DTC does not set**
10. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Airbag Front End Discriminating Sensor Replacement \(with AY0\)](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B0092 OR B0093: LEFT CENTER/RIGHT CENTER SIDE IMPACT SENSOR

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B0092 01

Left Center Side Impact Sensor Short to Battery

DTC B0092 02

Left Center Side Impact Sensor Short to Ground

DTC B0092 04

Left Center Side Impact Sensor Open

DTC B0092 39

Left Center Side Impact Sensor Internal Malfunction

DTC B0092 3A

Left Center Side Impact Sensor Incorrect Component Installed

DTC B0092 71

Left Center Side Impact Sensor Invalid Data

DTC B0093 01

Right Center Side Impact Sensor Short to Battery

DTC B0093 02

Right Center Side Impact Sensor Short to Ground

DTC B0093 04

Right Center Side Impact Sensor Open

DTC B0093 39

Right Center Side Impact Sensor Internal Malfunction

DTC B0093 3A

Right Center Side Impact Sensor Incorrect Component Installed

DTC B0093 71

Right Center Side Impact Sensor Invalid Data

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Left Center Side Impact Sensor High Signal	B0092 02	B0092 04	B0092 01	B0092 3A
Left Center Side Impact Sensor Low Reference	-	B0092 04	B0092 01	B0092 3A
Right Center Side Impact Sensor High Signal	B0093 02	B0093 04	B0093 01	B0093 3A
Right Center Side Impact Sensor Low Reference	-	B0093 04	B0093 01	B0093 3A

Circuit/System Description

The impact sensors are equipped on vehicles to supplement the Supplemental Inflatable Restraint (SIR) System performance. The impact sensors are electronic and are not part of the deployment loops, but instead provide inputs to the inflatable restraint sensing and diagnostic module. The impact sensors can assist in determining the severity of some frontal and side collisions. The inflatable restraint sensing and diagnostic module uses the input from the impact sensors to assist in determining the severity of a collision further supporting air bag deployment. If the inflatable restraint sensing and diagnostic module determines

a deployment is warranted, the inflatable restraint sensing and diagnostic module will cause current to flow through the deployment loops deploying the air bags.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

Any of the following conditions exist for 10 seconds:

B0092 01, B0093 01

The impact sensor has been shorted to voltage.

B0092 02, B0093 02

- The impact sensor has been shorted to ground.
- The impact sensor current is greater than 23 mA for greater than 5 milliseconds.

B0092 04, B0093 04

The impact sensor has an open or high resistance.

B0092 39, B0093 39

- The inflatable restraint sensing and diagnostic module has received a Not OK message from the impact sensor.
- The inflatable restraint sensing and diagnostic module has not received a message.

B0092 3A, B0093 3A

- The inflatable restraint sensing and diagnostic module has received identification message from the impact sensor, which does not match the identification stored in the SDM memory.
- The inflatable restraint sensing and diagnostic module has reset the impact sensor twice without detecting the correct identification message.

B0092 71, B0093 71

The SDM has received invalid data from the sensor.

Action Taken When the DTC Sets

The SDM requests the instrument panel cluster to illuminate the AIR BAG indicator.

Conditions for Clearing the DTC

- The condition for setting the DTC no longer exists.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.
- An ignition cycle is required for the DTC to go from current to history.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

- [Circuit Testing](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Connector Repairs](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE:

- Refer to [SIR Service Precautions](#).
- Inspect all terminals for damage or corrosion when disconnecting connectors. Damage or corrosion in the following requires repair or replacement of the affected component/connector.
 - Impact sensor
 - Inflatable restraint sensing and diagnostic module
 - Impact sensor wiring harness connector
 - Inflatable restraint sensing and diagnostic module wiring harness connector
- The connector and connector position assurance (CPA) may seat independent of each other. Both the connector and CPA should seat with an audible and/or tactile click. The CPA isolates the shorting-bars within the connector allowing the deployment circuit to operate properly. Replace any CPA that is damaged or missing.
- If the condition is intermittent or cannot be duplicated, disconnect the connectors and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087). This procedure will correct the high resistance condition due to terminal fretting corrosion.

1. Verify that DTC B0092 or B0093 symptom byte 3A, 39, or 71 is not set as current.

- **If DTC B0092 or B0093 symptom byte 3A, 39 or 71 is set as current**

Replace the appropriate B63 Side Impact Sensor.

- **If DTC B0092 or B0093 symptom byte 3A, 39 or 71 is not set as current**

2. Verify that DTC B0092 or B0093 symptom byte 01, 02, or 04 is not set as current.

- **If DTC B0092 or B0093 symptom byte 01, 02, or 04 is set as current**

Refer to Circuit/System Testing.

- **If DTC B0092 or B0093 symptom byte 01, 02, or 04 is not set as current**

3. All OK.

Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at the appropriate B63 Side Impact Sensor. It may take up to 2 min for all vehicle systems to power down.

2. Test for less than 10 Ω between the low reference circuit terminal 2 and ground.

- **If 10 Ω or greater**

1. Ignition OFF, disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for less than 2 Ω in the low reference circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 10 Ω**
3. Test for greater than 50k Ω between the signal circuit terminal 1 and ground.
 - **If 50k Ω or less**
 1. Disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If greater than 50k Ω**
 4. Ignition ON.
 5. Test for less than 1 V between the signal circuit terminal 1 and ground.
 - **If 1 V or greater**
 1. Ignition OFF, disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. Ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If greater than 1 V, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 1 V**
 6. Ignition OFF, disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 7. Test for less than 2 Ω between the signal circuit end to end from the impact sensor terminal 1 and the K36 Inflatable Restraint Sensing and Diagnostic Module terminal listed below:
 - Left Center Side Impact Sensor terminal 27 X2
 - Right Center Side Impact Sensor terminal 30 X2
 - **If 2 Ω or greater**

Repair the open/high resistance in the circuit.
 - **If less than 2 Ω**
 8. Connect all harness connectors. Ignition ON, clear the DTC.
 9. Verify the DTC does not set.
 - **If the DTC sets**

Replace the B63 Side Impact Sensor.
 - **If the DTC does not set**
 10. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Airbag Side Impact Center Pillar Sensor Replacement \(with AY0\)](#)
- [Control Module References](#) for device replacement, programming and setup

DTC B067F OR B0680: PASSENGER AIR BAG ON/OFF INDICATOR CIRCUIT

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach. cardiagn.com
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B067F 01

Passenger Air Bag On Indicator Circuit Short to Battery

DTC B067F 02

Passenger Air Bag On Indicator Circuit Short to Ground

DTC B067F 04

Passenger Air Bag On Indicator Circuit Open

DTC B0680 01

Passenger Air Bag Off Indicator Circuit Short to Battery

DTC B0680 02

Passenger Air Bag Off Indicator Circuit Short to Ground

DTC B0680 04

Passenger Air Bag Off Indicator Circuit Open

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Passenger Air Bag OFF Indicator Control	B0680 02	B0680 04	B0680 01	-
Passenger Air Bag ON Indicator Control	B067F 02	B067F 04	B067F 01	-
Passenger Air Bag Disable Indicator Ground	-	B067F 04, B0680 04	-	-

Circuit/System Description (C99)

When the ignition switch is turned to ON, the inflatable restraint sensing and diagnostic module (SDM) continuously checks the air bag enable/disable switch position switch and circuit defect by letting regular voltage flow through the switch circuit and verifying the current. The passenger air bag switch controls when the air bag is enabled or disabled and notifies the driver when the passenger instrument panel air bag is enabled or disabled using the passenger air bag ON/OFF indicators. When the inflatable restraint sensing and diagnostic module receives the signal from the passenger air bag disable switch (on/off), the inflatable restraint sensing and diagnostic module will then provide voltage to the appropriate indicator.

Circuit/System Description (ALO)

The passenger air bag ON/OFF indicators are used to notify the driver when the passenger presence system has enabled or disabled the passenger instrument panel air bag. When the ignition is turned ON, the ignition voltage is supplied to the passenger presence module. When the inflatable restraint sensing and diagnostic module receives the appropriate serial data message from the passenger presence system the inflatable restraint sensing and diagnostic module will then provide voltage to the appropriate indicator.

Conditions for Running the DTC

Ignition Voltage is between 9 - 16 V

Conditions for Setting the DTC

The inflatable restraint sensing and diagnostic module detects improper voltage on the control circuit of the passenger air bag ON or OFF indicator

Actions Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- Passenger air bag ON and OFF indicators are disabled.

Conditions for Clearing the DTC

The condition for setting the DTC no longer exists.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: The passenger air bag ON and OFF indicators may not operate as expected if there are supplemental inflatable restraint (SIR) DTCs. Repair all SIR DTCs before proceeding with this diagnostic.

With C99 Passenger Air Bag Disable Switch

1. Observe the scan tool Passenger Air Bag Disabled Switch parameter while commanding the passenger air bag ON and OFF by using the S40 passenger air bag disable switch. The value should change between On and Off. If the value does not change refer to Passenger Air Bag Disable Switch Circuit/System Testing.

- **If the Passenger Air Bag Disabled Switch parameter does not change between On and Off**

Refer to Passenger Air Bag Disable Switch Circuit/System Testing.

- **If the Passenger Air Bag Disabled Switch parameter does change between On and Off**

2. All OK.

With ALO Passenger Presence System

1. Ignition On/Vehicle in Service Mode.
2. Passenger seat unoccupied.
3. Verify the scan tool Passenger Seat Occupancy Status parameter is Empty.

- **If the Passenger Seat Occupancy Status parameter does not display Empty**

The Passenger Presence System Module has set a DTC. Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).

- **If the Passenger Seat Occupancy Status parameter does display Empty**

4. Passenger seat unoccupied.

5. Verify the passenger air bag OFF indicator is illuminated.

- **If the passenger air bag OFF indicator is not illuminated**

Refer to Passenger Air Bag Indicator Circuit/System Testing.

- **If the passenger air bag OFF indicator is illuminated**

6. Passenger seat occupied.

7. Verify the scan tool Passenger Seat Occupancy Status parameter is Occupied.

- **If the Passenger Seat Occupancy Status parameter does not display Occupied**

The Passenger Presence System Module has set a DTC. Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).

- **If the Passenger Seat Occupancy Status parameter displays Occupied**

8. Passenger seat occupied.

9. Verify the passenger air bag ON indicator is illuminated.

- **If the passenger air bag ON indicator is not illuminated**

Refer to Passenger Air Bag Indicator Circuit/System Testing.

- **If the passenger air bag ON indicator is illuminated**

10. All OK.

Passenger Air Bag Disable Switch Circuit/System Testing (C99)

NOTE: When removing connectors inspect for damage or corrosion. Damage or corrosion in the following requires repair or replacement of the affected.

- **Passenger air bag disable switch.**
- **Passenger air bag disable switch wiring harness.**

1. Ignition OFF, disconnect the harness connector at the S40 Passenger Air Bag Disable Switch.

2. Test for less than 30 Ω between the ground circuit terminal 1 and ground.

- **If 30 Ω or greater**

1. Disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for infinite resistance between the signal circuit terminal 3 and ground.

- If less than infinite resistance, repair the short to ground on the circuit.

3. Test for less than 2 Ω in the signal circuit terminal 3 end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.

- If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

- **If less than 30 Ω**

3. Ignition On/Vehicle in Service Mode.

4. Test for 4.75-5.25 V between the signal circuit terminal 3 and ground.

- **If less than 4.75 V**

1. Disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.

2. Test for infinite resistance between the signal circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.

3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
- **If greater than 5.25 V**
 1. Ignition OFF.
 2. Disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 3. Ignition On/Vehicle in Service Mode.
 4. Test for less than 1 V between the signal circuit terminal 3 and ground:
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
- **If between 4.75 - 5.25 V**

Replace the S40 Passenger Air Bag Disable Switch.

Passenger Air Bag Indicator Circuit/System Testing (ALO)

NOTE: When removing connectors inspect for damage or corrosion. Damage or corrosion in the following requires repair or replacement of the affected.

- **Passenger air bag disable on/off indicator.**
- **Passenger air bag disable on/off indicator wiring harness.**

1. Ignition OFF, disconnect the scan tool, disconnect the harness connector at the P14 Passenger Air Bag Disable Indicator, wait 2 min.
2. Test for less than 10 Ω between the ground circuit terminal 1 and ground.
 - **If 10 Ω or greater**
 1. Test for less than 2 Ω in the ground circuit end to end
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition On/Vehicle in Service Mode, command the Passenger Airbag Off Indicator OFF with a scan tool.
4. Test for less than 11 V between the control circuit terminal 3 and ground.
 - **If 11 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. Ignition On/Vehicle in Service Mode.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 inflatable restraint sensing and diagnostic module.
 - **If less than 11 V**
5. Command the Passenger Airbag Off Indicator On with a scan tool.
6. Test for greater than 4 V between the control circuit terminal 3 and ground.
 - **If 4 V or less**
 1. Ignition OFF. Disconnect the X1 harness connector at the K36 inflatable restraint sensing and diagnostic module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 3. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 inflatable restraint sensing and diagnostic module.
 - **If greater than 4 V**

7. Command the Passenger Airbag On Indicator Off, with a scan tool.
8. Test for less than 11 V between the control circuit terminal 2 and ground.
 - **If 11 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 inflatable restraint sensing and diagnostic module. Ignition On/Vehicle in Service Mode.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 inflatable restraint sensing and diagnostic module.
 - **If less than 11 V**
9. Command the Passenger Airbag On Indicator On, with a scan tool.
10. Test for greater than 4 V between the control circuit terminal 2 and ground.
 - **If 4 V or less**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 inflatable restraint sensing and diagnostic module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 inflatable restraint sensing and diagnostic module.
 - **If greater than 4 V**
11. Test or replace the P14 Passenger Air Bag Disable Indicator.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Instrument Panel Airbag Arming Status Display Replacement](#)
- [Control Module References](#) for device replacement, programming and setup.

DTC B1001 (INFLATABLE RESTRAINT SENSING AND DIAGNOSTIC MODULE): OPTION CONFIGURATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category

DTC Descriptor

DTC B1001 00

Option Configuration

Circuit/System Description

The inflatable restraint sensing and diagnostic module stores a primary data key, which is a 4-digit number. When the ignition is turned ON, the inflatable restraint sensing and diagnostic module compares this information to the information stored in the body control module (BCM) via serial data. If there is a mismatch between the information stored in the inflatable restraint sensing and diagnostic module and body control module, DTC B1001 will set.

Conditions for Running the DTC

System voltage is between 9 - 16 V.

Conditions for Setting the DTC

The 4-digit Primary Data Key stored in the inflatable restraint sensing and diagnostic module does not match the 4 digits stored in the body control module.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG indicator.
- The inflatable restraint sensing and diagnostic module disables all deployments.

Conditions for Clearing the DTC

The last 4-digit Primary Data Key in the inflatable restraint sensing and diagnostic module matches the last 4 digits stored in the Body Control Module.

Diagnostic Aids

- This DTC is an indication that an incorrect inflatable restraint sensing and diagnostic module is installed in the vehicle, or that the inflatable restraint sensing and diagnostic module and/or the body control module was replaced without reprogramming the body control module with the new information.
- If the inflatable restraint sensing and diagnostic module was previously programmed and DTC B1001 is now set, the setup portion of program was not completed. Proceed to the inflatable restraint sensing and diagnostic module setup portion of the [Inflatable Restraint Sensing and Diagnostic Module Programming and Setup](#)

Reference Information

Schematic Reference

[SIR Schematics](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Supplemental Inflatable Restraint System Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)
- [Connector Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Verify the scan tool K36 Inflatable Restraint Sensing and Diagnostic Module Primary Key Status parameter is Valid.

- **If the K36 Inflatable Restraint Sensing and Diagnostic Module Primary Key Status parameter is Invalid**

Perform the K36 Inflatable Restraint Sensing and Diagnostic Module setup. Refer to [Inflatable Restraint Sensing and Diagnostic Module Programming and Setup](#) .

- **If the K36 Inflatable Restraint Sensing and Diagnostic Module Primary Key Status parameter is Valid**

2. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [SIR/SRS Wiring Repairs](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

DTC B1001 (PASSENGER PRESENCE SYSTEM): OPTION CONFIGURATION ERROR

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC B1001 00

Option Configuration Error

Circuit/System Description

The Inflatable Restraint Sensing and Diagnostic Module (SDM) stores a 4-digit primary key for the Passenger Presence Module. The Inflatable Restraint Sensing and Diagnostic Module sends the Passenger Presence Module the primary key. If the Passenger Presence Module determines that it is the wrong primary key, the Passenger Presence Module will set DTC B1001 and send the Inflatable Restraint Sensing and Diagnostic Module a vehicle mismatch message. The Inflatable Restraint Sensing and Diagnostic Module then will set DTC B0081 and illuminate the SIR warning indicator. The Passenger Presence Module does not use a secondary key.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 volts.

Conditions for Setting the DTC

The 4-digit primary key stored in the Inflatable Restraint Sensing and Diagnostic Module does not match the 4-digit key stored in the Passenger Presence Module.

Action Taken When the DTC Sets

- The Inflatable Restraint Sensing and Diagnostic Module requests the instrument panel cluster to illuminate the AIR BAG indicator.
- The passenger instrument panel air bag deployment is disabled.

Conditions for Clearing the DTC

The 4-digit Primary Key in the Inflatable Restraint Sensing and Diagnostic Module and in the Passenger Presence Module match.

Diagnostic Aids

This DTC is an indication that the passenger presence system module was not set-up correctly, is not the correct part number or that the Passenger Presence Module is defective.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- **Circuit Testing**
- **Connector Repairs**
- **Testing for Intermittent Conditions and Poor Connections**
- **Wiring Repairs**
- **SIR/SRS Wiring Repairs**

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

NOTE: When removing connectors inspect for damage or corrosion. Damage or corrosion in the following requires repair or replacement of the affected.

- **Passenger Presence Module**
- **Passenger Presence Module wiring harness**

1. Verify the correct K85 Passenger Presence Module part number has been installed
 - **If the K85 Passenger Presence Module installed has an incorrect part number**
Replace the K85 Passenger Presence Module.
 - **If the K85 Passenger Presence Module installed has a correct part number**
2. Verify that DTC B1001 is not set as current in the K85 Passenger Presence Module.
 - **If DTC is set as current. If Inflatable Restraint Sensing and Diagnostic Module part number is correct**
 1. Verify the Inflatable Restraint Sensing and Diagnostic Module part number is correct.
 - If the K36 Inflatable Restraint Sensing and Diagnostic Module part number is incorrect, replace the K36 Inflatable Restraint Sensing and Diagnostic Module
 - If the K36 Inflatable Restraint Sensing and Diagnostic Module part number is correct
 2. Replace the K85 Passenger Presence Module
 - **If the DTC is no set as current**
3. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the diagnostic procedure.

Control Module References for K85 Passenger Presence Module and K36 Inflatable Restraint Sensing and Diagnostic Module replacement, setup, and programming

DTC B1019: SYSTEM CONFIGURATION ERROR

Diagnostic Instructions

- Perform the **Diagnostic System Check - Vehicle** prior to using this diagnostic procedure.
- Review **Strategy Based Diagnosis** for an overview of the diagnostic approach.
- **Diagnostic Procedure Instructions** provides an overview of each diagnostic category. cardiagn.com

DTC Descriptor

System Configuration Error

Circuit/System Description

The inflatable restraint sensing and diagnostic module monitors the number of safety components installed on the vehicle. When the ignition is turned ON, the inflatable restraint sensing and diagnostic module evaluates the number of safety components installed and compares it to the number of components the inflatable restraint sensing and diagnostic module expects to see on the vehicle with its current calibration. If there is a mismatch between detected components and the components programmed with the inflatable restraint sensing and diagnostic module calibration, DTC B1019 will set. The components (if equipped) that the inflatable restraint sensing and diagnostic module will detect include inflatable restraint deployment loops, impact sensors, passenger presence system components, seat position sensors, disable switches, and seat belt switches.

Conditions for Running the DTC

Ignition voltage is between 9 - 16 V.

Conditions for Setting the DTC

The setup for the inflatable restraint sensing and diagnostic module has not been completed and the inflatable restraint sensing and diagnostic module does not detect the passenger presence system (if equipped), the correct number of sensors, or deployment loops, that is expected with this calibration.

Action Taken When the DTC Sets

- The inflatable restraint sensing and diagnostic module requests the instrument cluster to illuminate the AIR BAG warning indicator.
- The DTC must be cleared before running the setup inflatable restraint sensing and diagnostic module.
- Air bag indicator will continue to flash until inflatable restraint sensing and diagnostic module setup procedure is complete.

Conditions for Clearing the DTC

- The condition for setting the DTC is no longer present.
- A history DTC will clear once 100 malfunction-free ignition cycles have occurred.

Diagnostic Aids

The inflatable restraint sensing and diagnostic module scan tool deployment loop, impact sensor, and passenger presence (if equipped) data will match what the inflatable restraint sensing and diagnostic module has been programmed to expect to see on the vehicle. B1019 DTC will set if a deployment loop or impact sensor is added or removed from the system, or if the passenger presence is not detected.

DTC B1019 will set when an open/high resistance DTC sets for a deployment loop or impact sensor. This causes mismatch between the learned and actual components connected to the inflatable restraint sensing and diagnostic module.

DTC B1019 can set with no other DTCs if an unused deployment loop or impact sensor circuit is shorted to ground. This causes a mismatch between the learned and actual components connected to the inflatable restraint sensing and diagnostic module.

Reference Information

Schematic Reference

- [Seat Belt Schematics](#)
- [SIR Schematics](#)

Connector End View Reference

Description and Operation

- [Seat Belt System Description and Operation](#)
- [Supplemental Inflatable Restraint System Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Connector Repairs](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE: DTC B1019 can set after the inflatable restraint sensing and diagnostic module has been replaced and/or reprogrammed before the setup procedure is completed. The setup procedure cannot be completed if DTC B1019 is set as current or history. If a short or open is detected in a deployment circuit prior to the setup procedure being performed, the inflatable restraint sensing and diagnostic module will set DTC B1019.

1. Ignition ON.
2. Verify no other K36 Inflatable Restraint Sensing and Diagnostic Module DTCs are set.
 - **If other K36 Inflatable Restraint Sensing and Diagnostic Module DTCs are set**
Diagnose those DTCs first. Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#)
 - **If no other K36 Inflatable Restraint Sensing and Diagnostic Module DTCs are set**
3. Verify the enabled impact sensors identified in the scan tool data list match the number of actual impact sensors installed on the vehicle.
 - **If the number of enabled impact sensors do not match**
 1. Verify the correct K36 Inflatable Restraint Sensing and Diagnostic Module calibration file is loaded in the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - If the K36 Inflatable Restraint Sensing and Diagnostic Module calibration file is correct and the vehicle contains an incorrect number of sensors, identify which sensors are missing to make the vehicle match the K36 Inflatable Restraint Sensing and Diagnostic Module impact sensor calibration scan tool data list.
 - If the calibration file is incorrect
 2. Reprogram the K36 Inflatable Restraint Sensing and Diagnostic Module. Refer to [Inflatable Restraint Sensing and Diagnostic Module Programming and Setup](#)
 - **If the number of enabled impact sensors match**
4. Verify the enabled deployment loops identified in the scan tool data list match the deployment loops installed on the vehicle.
 - **If the number of enabled deployment loops do not match**
 1. Verify the correct K36 Inflatable Restraint Sensing and Diagnostic Module calibration file is loaded in the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - If the K36 Inflatable Restraint Sensing and Diagnostic Module calibration file is correct and the vehicle contains an incorrect number of loops, identify which deployment loops are missing to make the vehicle match the K36 Inflatable Restraint Sensing and Diagnostic Module impact sensor calibration scan tool data list.
 - If the calibration file is incorrect

2. Program the K36 Inflatable Restraint Sensing and Diagnostic Module. Refer to [Inflatable Restraint Sensing and Diagnostic Module Programming and Setup](#)
 - **If the number of enabled deployment loops match**
5. Verify a passenger presence system is equipped on the vehicle.
 - **If a passenger presence system is not equipped on the vehicle**
 Replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If a passenger presence system is equipped on the vehicle**
6. Verify the scan tool Passenger Presence System Enable Status parameter is Enabled.
 - **If the Passenger Presence System Enable Status parameter is not Enabled**
 Refer to [Inflatable Restraint Sensing and Diagnostic Module Programming and Setup](#)
 - **If the Passenger Presence System parameter is Enabled**
7. Verify the scan tool Passenger Presence System Learn Status parameter is Learned.
 - **If the Passenger Presence System Learn Status parameter is not Learned**
 1. Ignition OFF, disconnect the scan tool. It may take up to 2 min for all vehicle systems to power down. Ignition ON.
 2. Verify DTC B1019 is not set as current.
 - If the DTC is set as current, refer to [Inflatable Restraint Sensing and Diagnostic Module Programming and Setup](#)
 - If the DTC is not set as current
 3. All OK.
 - **If the Passenger Presence System Learn status is Learned**
8. Replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [SIR/SRS Wiring Repairs](#)
- [Control Module References](#) for inflatable restraint sensing and diagnostic module replacement, programming and setup

PASSENGER PRESENCE SYSTEM REZEROING

Introduction

The inflatable restraints passenger presence system is a calibrated system that requires re-zeroing or a zero check anytime the seat cushion trim attachments have been removed or the passenger presence system has been replaced. The procedures below are designed to assist in the re-zeroing of the passenger presence system. Before you start, read these procedures carefully and completely. For further information regarding the passenger presence system refer to [Supplemental Inflatable Restraint System Description and Operation](#).

NOTE: The following procedures must be followed:

1. Read this procedure carefully and completely.
2. The passenger presence system will not function properly if the passenger presence system re-zeroing procedure is not performed.
3. Perform the [Diagnostic Repair Verification](#) after successfully completing the re-zeroing procedure to ensure the system is functioning properly.

Passenger Presence System Re-zeroing Procedure

NOTE:

- Before the passenger presence system can be re-zeroed the front passenger seat must be completely empty of all items. The presence

of any liquid or items on the front passenger seat will affect the calibration and operation of the passenger presence system.

- DTC B0081 will set if the re-zero system test is performed with:
 - An aftermarket seat heater located too close to the sensor mat
 - A scan tool, laptop, or other electronic device is in the seat
 - The seat is damp or wet
 - An object or person is in the seat

1. Verify that the temperature is between 32°F (0°C) to 100°F (38 °C) before running a re-zero procedure.
2. Verify the seat is completely dry.
3. Empty the front outboard passenger seat.
4. Verify that all SIR and passenger presence system components, connectors, and connector position assurances are properly connected and mounted.
5. Install a scan tool.
6. Ignition - On / Vehicle - In Service Mode

NOTE: The presence of current DTCs, except DTC B0081 11 or B0081 4B, will prevent the passenger presence system from re-zeroing and may set additional DTCs.

7. With a scan tool, perform the Passenger Presence Sensor Learn procedure.
8. If the test fails, confirm that the seat is empty and completely dry. Perform the Passenger Presence Sensor Learn test again. If the test fails again, verify DTC B0081 is not set as current, if the DTC is set refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) . If the test successfully completed, cycle the ignition OFF.
9. After the passenger presence system has been successfully re-zeroed, perform the [Diagnostic Repair Verification](#) .

SYMPTOMS - SIR

NOTE: Complete the following steps before using the symptom tables:

1. Perform [Diagnostic System Check - Vehicle](#) before using the symptom tables in order to verify that all of the following are true:
 - There are no DTCs set.
 - The inflatable restraint sensing and diagnostic module (SDM) can communicate via the serial data link.
2. Review the SIR system description and operation in order to familiarize yourself with the system functions. Refer to [Supplemental Inflatable Restraint System Description and Operation](#).

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the SIR system. Refer to [Checking Aftermarket Accessories](#) .
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to [Testing for Intermittent Conditions and Poor Connections](#) .

Symptom List

Refer to [Airbag Indicator Malfunction \(Driver\)](#) [Airbag Indicator Malfunction \(Passenger\)](#) in order to diagnose the symptom.

AIRBAG INDICATOR MALFUNCTION (DRIVER)

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Circuit/System Description

When the ignition is turned ON the driver air bag indicator will illuminate, and then turn OFF after the bulb check is complete. The inflatable restraint sensing and diagnostic module (SDM) performs diagnostic tests on the SIR system during the bulb check. If any malfunction exists the inflatable restraint sensing and diagnostic module will request the instrument cluster to illuminate the air bag indicator steady, via serial data. If a preexisting malfunction exists, the air bag indicator will illuminate steady immediately after the ignition is turned ON. If the ignition 1 voltage is outside of the normal operating voltage range of 9 - 16 V, the inflatable restraint sensing and diagnostic module will command the instrument cluster to illuminate the air bag indicator ON, even with no DTCs present, and then disable all deployment loops.

Diagnostic Aids

- A DTC B1370 may set if the ignition 1 circuit is outside the 9 - 16 V range.
- A flashing driver air bag indicator is displayed if the inflatable restraint sensing and diagnostic module was programmed but did not fully complete the programming. For a flashing driver airbag indicator, refer to [Inflatable Restraint Sensing and Diagnostic Module Programming and Setup](#).

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Connector Repairs](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Verify the air bag indicator turns ON and OFF when commanding the All Indicators ON and OFF with a scan tool.

- **If the air bag indicator does not turn ON or OFF**

Replace the P16 Instrument Cluster.

- **If the air bag indicator does turn ON or OFF**

2. Replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [SIR/SRS Wiring Repairs](#)
- [Control Module References](#) for instrument cluster or inflatable restraint sensing and diagnostic module replacement, programming and setup

AIRBAG INDICATOR MALFUNCTION (PASSENGER)

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Passenger Air Bag OFF Indicator Control	2	2*	4	-
Passenger Air Bag ON Indicator Control	3	3*	5	-
Passenger Air Bag Disable Indicator Ground	-	1	1	-
1. Both indicators always OFF 2. The OFF indicator will not illuminate 3. The ON indicator will not illuminate 4. The OFF indicator always ON 5. The ON indicator always ON * High resistance may cause the appropriate indicator to illuminate less bright than normal				

Circuit/System Description

The passenger air bag ON/OFF indicators are used to notify the driver when the passenger presence system has enabled or disabled the passenger instrument panel air bag. When the ignition is turned ON, the ignition voltage is supplied to the passenger presence module. When the Inflatable Restraint Sensing and Diagnostic Module (SDM) receives the appropriate serial data message from the passenger presence module the SDM will then provide voltage to the appropriate indicator.

Reference Information

Schematic Reference

SIR Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Supplemental Inflatable Restraint System Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)

- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE: The passenger air bag ON and OFF indicators may not operate as expected if there are supplemental inflatable restraint (SIR) DTCs. Repair all SIR DTCs before proceeding with this diagnostic.

1. Ignition On/Vehicle in Service Mode.
2. Verify the passenger air bag ON indicator turns ON and OFF when commanding the Passenger Air Bag ON Indicator ON and OFF with a scan tool.
 - **If the air bag ON indicator does not turn ON or OFF**
Refer to Circuit/System Testing.
 - **If the air bag ON indicator turns ON or OFF**
3. Verify the passenger air bag OFF indicator turns ON and OFF when commanding the Passenger Air Bag OFF Indicator ON and OFF with a scan tool.
 - **If the air bag OFF indicator does not turn ON or OFF**
Refer to Circuit/System Testing.
 - **If the air bag OFF indicator turns ON or OFF**
4. All OK.

Circuit/System Testing

NOTE: When removing connectors inspect for damage or corrosion. Damage or corrosion in the following requires repair or replacement of the affected.

- **P14 Passenger Airbag Disabled Indicator**
- **P14 Passenger Airbag Disabled Indicator wiring harness.**

1. Ignition OFF, disconnect the harness connector at the P14 Passenger Airbag Disabled Indicator. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between the ground circuit terminal 1 and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition On/Vehicle in Service Mode, command the passenger air bag OFF indicator OFF with a scan tool.
4. Test for less than 11 V between the control circuit terminal 3 and ground.
 - **If 11 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module, Ignition On/Vehicle in Service Mode.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 11 V**

5. Command the passenger air bag OFF indicator ON with a scan tool.
6. Test for 1 V or greater between the control circuit terminal 3 and ground.
 - **If less than 1 V**
 1. Disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If 1 V or greater**
7. Command the passenger air bag ON indicator OFF with a scan tool.
8. Test for less than 11 V between the control circuit terminal 2 and ground.
 - **If 11 V or greater**
 1. Ignition OFF, disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module. Ignition On/Vehicle in Service Mode.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If less than 11 V**
9. Command the passenger air bag ON indicator ON with a scan tool.
10. Test for 1 V or greater between the control circuit terminal 2 and ground.
 - **If less than 1 V**
 1. Disconnect the X1 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K36 Inflatable Restraint Sensing and Diagnostic Module.
 - **If 1 V or greater**
11. Test or replace the P14 Passenger Airbag Disabled Indicator.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Instrument Panel Airbag Arming Status Display Replacement](#) for P14 Passenger Air Bag Disable Indicator replacement
- [Control Module References](#) for device replacement, programming and setup

SIR DISABLING AND ENABLING

SIR component location affects how a vehicle should be serviced. There are parts of the SIR system installed in various locations around a vehicle. To find the location of the SIR components refer to [Supplemental Inflatable Restraint System Description and Operation](#).

There are several reasons for disabling the SIR system, such as repairs to the SIR system or servicing a component near or attached to an SIR component. There are several ways to disable the SIR system depending on what type of service is being performed. The following information covers the proper procedures for disabling/enabling the SIR system.

Condition	Action
If the vehicle was involved in an accident with an air bag deployment.	Disconnect the negative battery cable(s) *. Refer to <u>Repairs and Inspections Required After a Collision</u> .
When performing SIR diagnostics.	Follow the appropriate SIR service manual diagnostic procedure(s) *
When moving, removing or replacing an SIR component or a component attached to an SIR component. (Anytime you remove fasteners.)	Disconnect the negative battery cable(s) *
If the vehicle is suspected of having shorted electrical wires.	Disconnect the negative battery cable(s) *
When performing electrical diagnosis on components other than the SIR system.	Remove the SIR/Airbag fuse(s) when indicated by the diagnostic procedure to disable the SIR system
* DTC's may be lost when the negative battery cable is disconnected.	

SIR Service Precautions

WARNING: When performing service on or near the SIR components or the SIR wiring, the SIR system must be disabled. Failure to observe the correct procedure could cause deployment of the SIR components. Serious injury can occur. Failure to observe the correct procedure could also result in unnecessary SIR system repairs.

The Inflatable Restraint Sensing and Diagnostic Module (SDM) maintains a reserved energy supply. The reserved energy supply provides deployment power for the air bags if the Inflatable Restraint Sensing and Diagnostic Module loses battery power during a collision. Deployment power is available for as much as 2 minutes after disconnecting the vehicle power. Waiting 2 minutes before working on the system after disabling the SIR system prevents deployment of the air bags from the reserved energy supply.

General Service Instructions

The following are general service instructions which must be followed in order to properly repair the vehicle and return it to its original integrity:

- Do not expose air bags to temperatures above 85°C (185°F).
- Verify the correct replacement part number. Do not substitute a component from a different vehicle.
- Use only original GM replacement parts available from your authorized GM dealer. Do not use salvaged parts for repairs to the SIR system.

Discard any of the following components if it has been dropped from a height of 80 cm (31.5 Inches) or greater:

- Inflatable Restraint Sensing and Diagnostic Module (SDM)
- Any air bag
- Driver steering wheel air bag coil
- Any impact sensor
- Seat belt anchor and/or retractor pretensioners
- Passenger presence module and/or occupant sensor

Disabling Procedure - Air Bag Fuse

1. Turn the steering wheel so that the vehicles wheels are pointing straight ahead.
2. Place the ignition in the OFF position.

WARNING: The SDM may have more than one fused power input. To ensure there is no unwanted SIR deployment, personal injury, or unnecessary SIR system repairs, remove all fuses supplying power to the SDM. With all SDM fuses removed and the ignition switch in the ON position, the AIR

BAG warning indicator illuminates. This is normal operation, and does not indicate a SIR system malfunction.

3. Locate and remove the fuse(s) supplying power to the Inflatable Restraint Sensing and Diagnostic Module. Refer to [SIR Schematics](#), or [Electrical Center Identification Views](#) .
4. Wait 2 minutes before working on the system.

Enabling Procedure - Air Bag Fuse

1. Place the ignition in the OFF position.
2. Install the fuse(s) supplying power to the Inflatable Restraint Sensing and Diagnostic Module. Refer to [SIR Schematics](#), or [Electrical Center Identification Views](#) .
3. Turn the ignition switch to the ON position. The AIR BAG indicator will illuminate or flash then turn OFF.
4. Perform the Diagnostic System Check - Vehicle if the AIR BAG warning indicator does not operate as described. Refer to [Diagnostic System Check - Vehicle](#) .

Disabling Procedure - Negative Battery Cable

1. Turn the steering wheel so that the vehicles wheels are pointing straight ahead.
2. Place the ignition in the OFF position.
3. Disconnect the negative battery cable from the battery. Refer to [Battery Negative Cable Disconnection and Connection](#) .
4. Wait 2 minutes before working on system.

Enabling Procedure - Negative Battery Cable

1. Place the ignition in the OFF position.
2. Connect the negative battery cable to the battery. Refer to [Battery Negative Cable Disconnection and Connection](#) .
3. Turn the ignition switch to the ON position. The AIR BAG indicator will illuminate or flash then turn OFF.
4. Perform the Diagnostic System Check - Vehicle if the AIR BAG warning indicator does not operate as described. Refer to [Diagnostic System Check - Vehicle](#) .

REPAIR INSTRUCTIONS

SIR SERVICE PRECAUTIONS

General Service Instructions

WARNING: If a service procedure indicates that a module is to be replaced, a new production unit **MUST** be ordered from the GM Parts Catalog or certified supplier. Using a module that has been reset by a 3rd party company is strictly prohibited. Not using a new production unit may result in improper performance of the safety system in the event of an accident, which may result in bodily injury.

WARNING: When performing service on or near the SIR components or the SIR wiring, the SIR system must be disabled. Refer to SIR Disabling and Enabling. Failure to observe the correct procedure could cause deployment of the SIR components, personal injury, or unnecessary SIR system repairs.

WARNING: Do not strike or jolt the inflatable restraint sensing and diagnostic module (SDM). Before applying power to the SDM, make sure that it is securely fastened with the arrow facing toward the front of the vehicle. Failure to observe the correct installation procedure could cause SIR deployment, personal injury, or unnecessary SIR system repairs.

NOTE: The Inflatable Restraint Sensing and Diagnostic Module (SDM) maintains a reserved energy supply. The reserved energy supply provides deployment power for the SIR air bags. Deployment power may be available for up to 2 minutes after disconnecting the vehicle power. Disabling the SIR system prevents deployment of the SIR air bags from the reserved energy supply.

NOTE: The following are general service instructions which must be followed in order to properly repair the vehicle and return it to its original integrity:

- Do not expose air bags to temperatures above 85 °C (185 °F)
- Verify the correct replacement part number. Do not substitute a component from a different vehicle
- Use only original GM replacement parts available from your authorized GM dealer. Do not use salvaged parts for repairs to the SIR system

NOTE: Discard any of the following components if it has been dropped from a height of 80 cm (31.49 in) or greater:

- Inflatable Restraint Sensing and Diagnostic Module
- Passenger instrument panel air bag
- Driver steering wheel air bag
- Driver steering wheel air bag coil
- Roof rail air bags
- Front and /or side impact sensors
- Seat belt anchor and/or retractor pretensioners
- Front seat side air bag
- Knee air bag

INSTRUMENT PANEL LOWER AIRBAG BRACKET REPLACEMENT

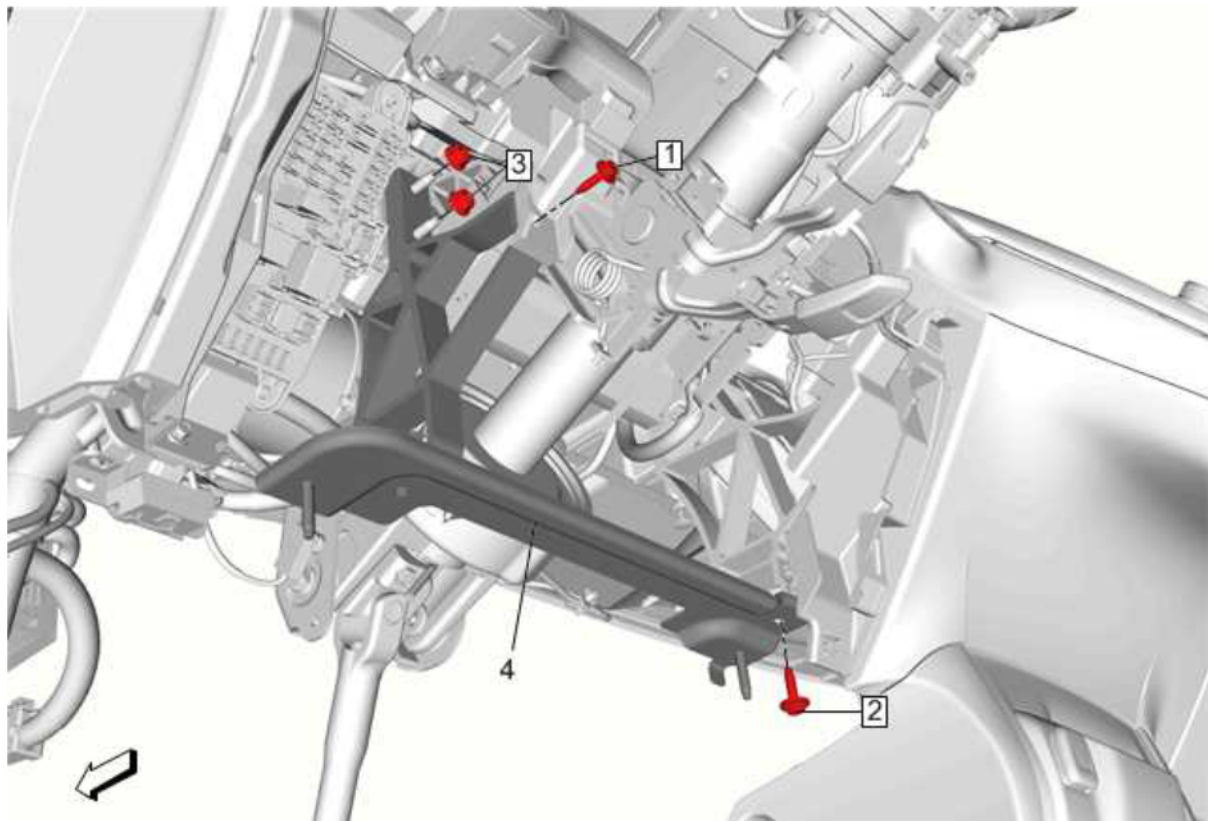


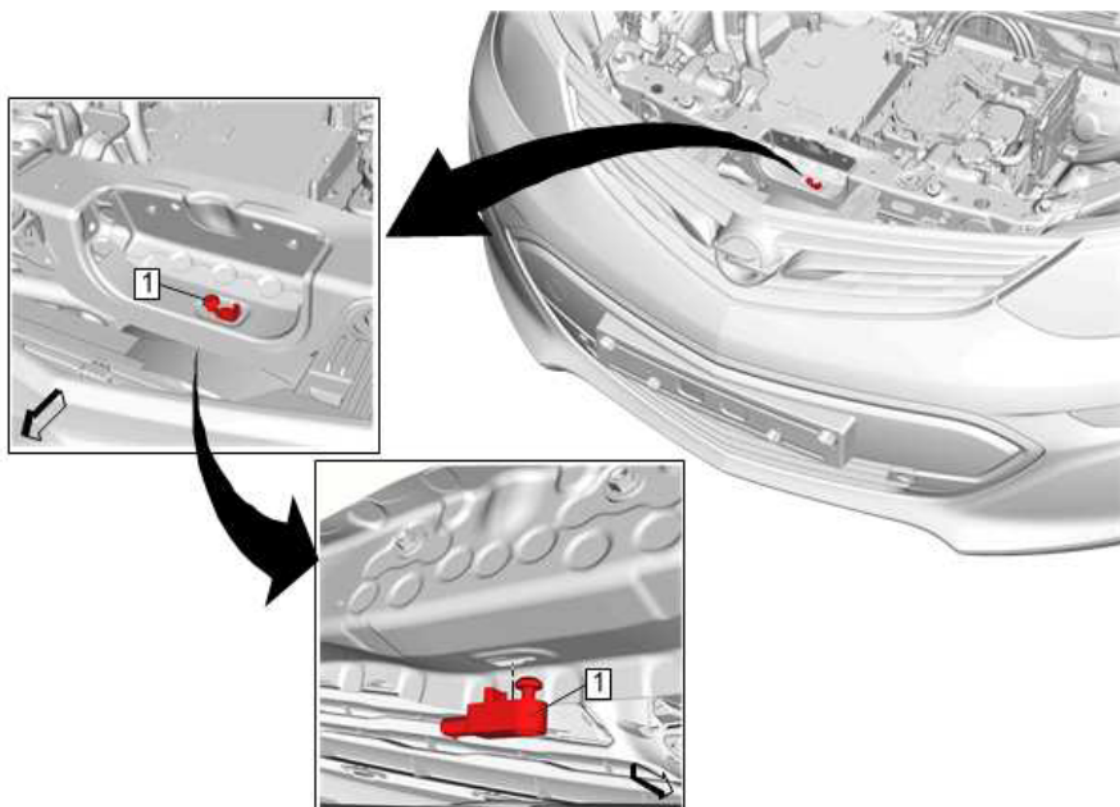
Fig. 4: Instrument Panel Lower Airbag Bracket
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

cardiagh.com

Callout	Component Name
WARNING: Refer to SIR Inflator Module Handling and Storage Warning .	
WARNING: Refer to SIR Warning .	
Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Instrument Panel Lower Airbag Replacement - Driver Side 3. Instrument Panel Knee Bolster Replacement 4. Steering Column Lower Trim Cover Replacement	
1	Instrument Panel Lower Airbag Bracket Bolt - small CAUTION: Refer to Fastener Caution . Tighten 2.5 N.m (22 lb in)
2	Instrument Panel Lower Airbag Bracket Bolt - large Tighten 9 N.m (80 lb in)
3	Instrument Panel Lower Airbag Bracket Nut (Qty: 2) Tighten 5 N.m (44 lb in)
4	Instrument Panel Lower Airbag Bracket Procedure Enable the SIR System. SIR Disabling and Enabling

AIRBAG FRONT END DISCRIMINATING SENSOR REPLACEMENT (WITH AY0)



Callout	Component Name
WARNING: Refer to SIR Warning . WARNING: Refer to SIR Inflator Module Handling and Storage Warning . WARNING: Following the deployment of a side impact air bag, inspect the following parts for damage. Replace these parts if necessary: • The seat cushion frame • The seat recliner, if equipped • The seat adjuster • The seat back frame Failure to do so may cause future personal injury. Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Remove the front compartment front sight shield. Front Compartment Front Sight Shield Replacement 3. Reposition the hood primary and secondary latch. Hood Primary and Secondary Latch Replacement	
1	Airbag Front End Discriminating Sensor (Qty: 2) CAUTION: Refer to Fastener Caution . Procedure 1. Disconnect the electrical connector. 2. Loosen the fastener and slide the sensor out of the keyhole slot. 3. Enable the SIR System. SIR Disabling and Enabling NOTE: Integral sensor assembly bolt uses Left Hand threads. Use counterclockwise rotation to loosen fastener at TORX[®] tip end. If accessing at pan head end of the fastener, use clockwise rotation to loosen bolt. Tighten 7.5 N.m (66 lb in)

AIRBAG FRONT END DISCRIMINATING SENSOR REPLACEMENT - RIGHT SIDE (WITH AYF)

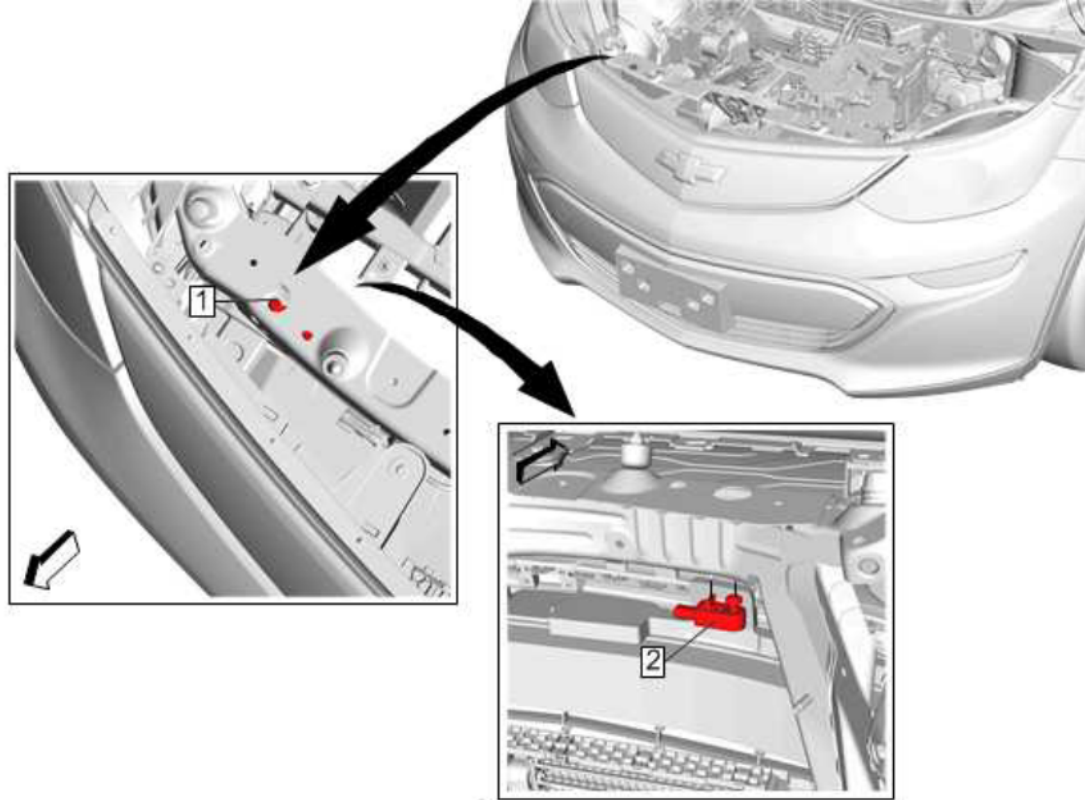


Fig. 6: Airbag Front End Discriminating Sensor - Right Side (with AYF)

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Do not strike or jolt the inflatable restraint front end sensor. Before applying power to the front end sensor make sure that it is securely fastened. Failure to observe the correct installation procedure could cause SIR deployment, personal injury, or unnecessary SIR system repairs. WARNING: Refer to SIR Warning . Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Front Compartment Front Sight Shield Replacement	

Callout	Component Name
1	Supplemental Inflatable Restraint Front End Discriminating Sensor Bolt CAUTION: Refer to Fastener Caution . NOTE: Access the bolt through the opening of the upper tie bar. Procedure NOTE: Integral sensor bolt uses left hand threads. Use counterclockwise rotation to loosen fastener at TORX®,® tip end. If accessing at pan head end of the fastener, use clockwise rotation to loosen bolt. 1. Loosen the bolts and slide the sensors out of the keyhole slots. 2. The bolts are integral to the sensor and DO NOT remove separately. Tighten 7.5 N.m (66 lb in)
2	Supplemental Inflatable Restraint Front End Discriminating Sensor Procedure 1. Disconnect electrical connector. 2. Enable the SIR System. SIR Disabling and Enabling

AIRBAG FRONT END DISCRIMINATING SENSOR REPLACEMENT - LEFT SIDE (WITH AYF)

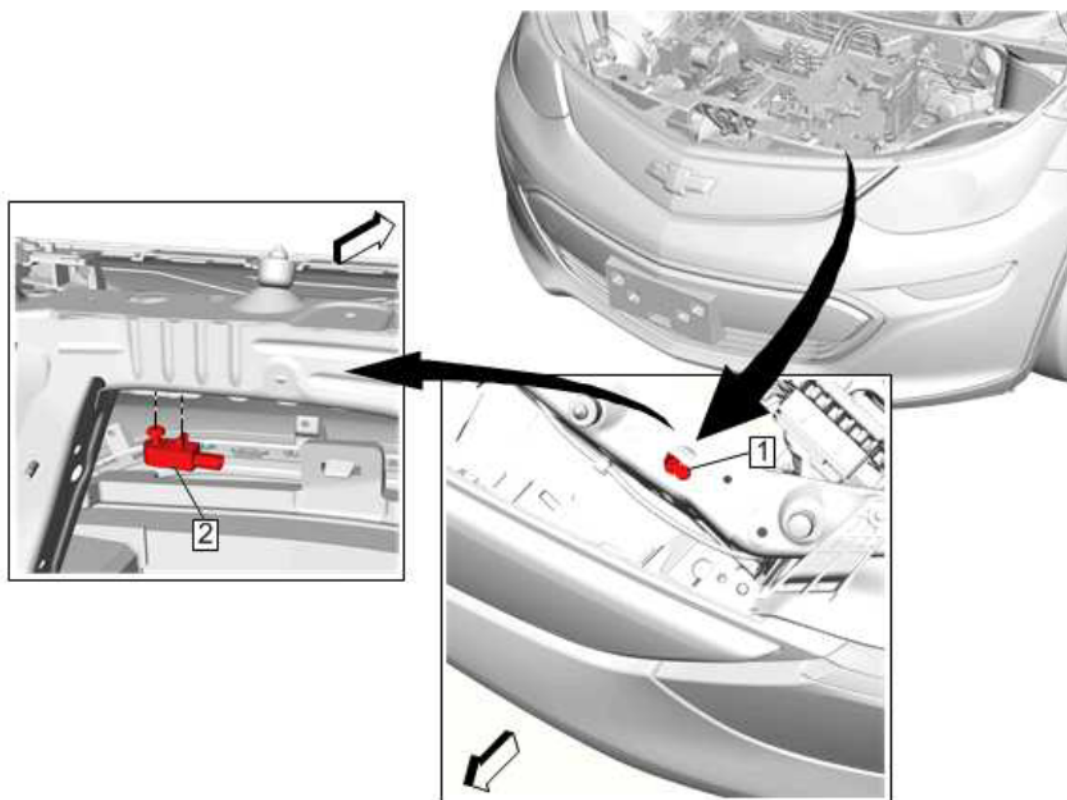


Fig. 7: Airbag Front End Discriminating Sensor - Left Side (with AYF)
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
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Callout	Component Name
WARNING: Do not strike or jolt the inflatable restraint front end sensor. Before applying power to the front end sensor make sure that it is securely fastened. Failure to observe the correct installation procedure could cause SIR deployment, personal injury, or unnecessary SIR system repairs. WARNING: Refer to SIR Warning . Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Front Compartment Front Sight Shield Replacement	
1	Supplemental Inflatable Restraint Front End Discriminating Sensor Bolt CAUTION: Refer to Fastener Caution . NOTE: Access the bolt through the opening of the upper tie bar. Procedure NOTE: Integral sensor bolt uses left hand threads. Use counterclockwise rotation to loosen fastener at TORX[®] tip end. If accessing at pan head end of the fastener, use clockwise rotation to loosen bolt. 1. Loosen the bolts and slide the sensors out of the keyhole slots. 2. The bolts are integral to the sensor and DO NOT remove separately. Tighten 7.5 N.m (66 lb in)
2	Supplemental Inflatable Restraint Front End Discriminating Sensor Procedure 1. Disconnect electrical connector. 2. Enable the SIR System. SIR Disabling and Enabling

AIRBAG SENSING AND DIAGNOSTIC MODULE REPLACEMENT

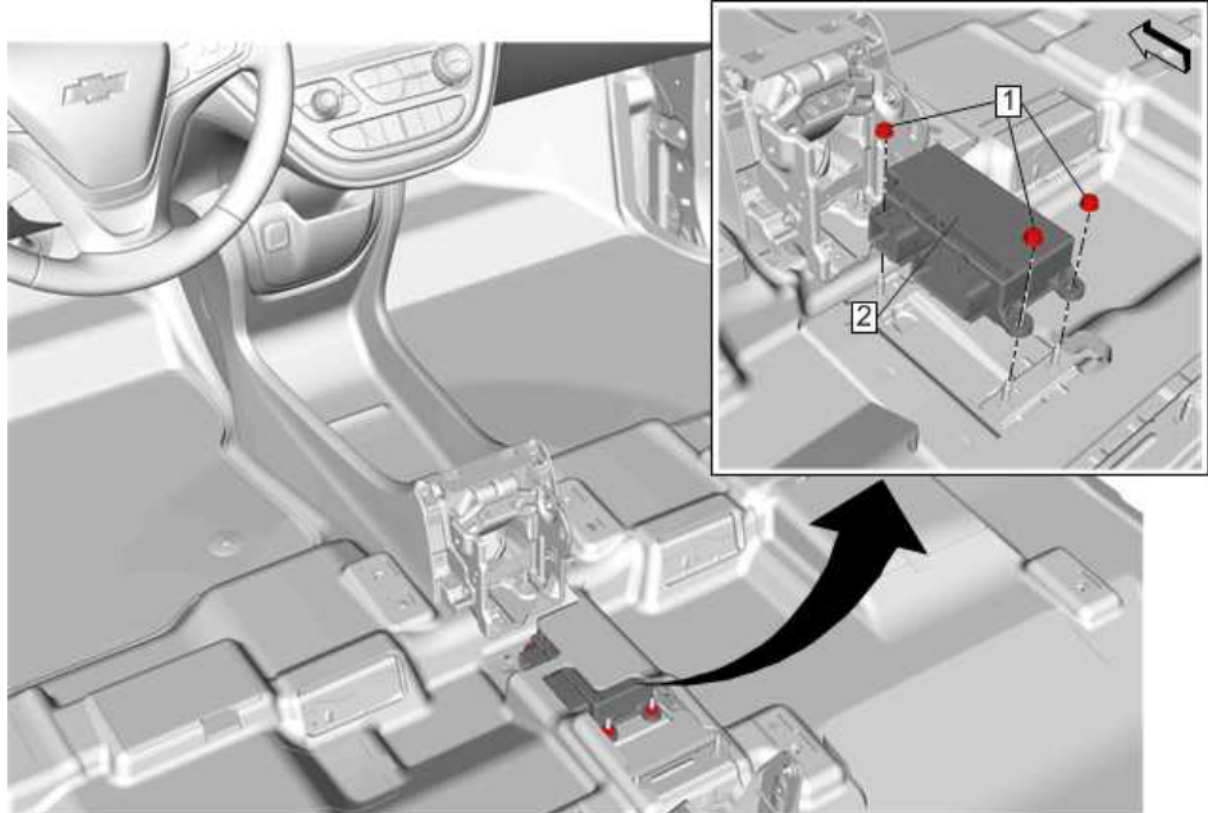


Fig. 8: Airbag Sensing and Diagnostic Module
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Refer to SIR Warning . WARNING: Do not strike or jolt the inflatable restraint sensing and diagnostic module (SDM). Before applying power to the SDM, make sure that it is securely fastened with the arrow facing toward the front of the vehicle. Failure to observe the correct installation procedure could cause SIR deployment, personal injury, or unnecessary SIR system repairs. Preliminary Procedure 1. Disable the SIR system. SIR Disabling and Enabling 2. Rear Floor Console Replacement 3. Remove the pedestrian sound alert module and bracket. Pedestrian Sound Alert Module Replacement	
1	Airbag Sensing and Diagnostic Module Nut (Qty: 3) CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)

Callout	Component Name
2	Airbag Sensing and Diagnostic Module Procedure 1. Disconnect the electrical connectors. 2. Perform the necessary programming and setup procedure: Control Module References 3. Enable the SIR system. SIR Disabling and Enabling

STEERING WHEEL AIRBAG REPLACEMENT

Removal Procedure

WARNING: When replacing either a steering wheel or driver airbag, it is mandatory that both components are sourced from the same country. Parts from different countries are not interchangeable and may cause a malfunction of the air bag system causing personal injury.

WARNING: [SIR Inflator Module Handling and Storage Warning](#)

WARNING: [SIR Warning](#)

1. Disable the supplemental inflatable restraint (SIR) system. [SIR Disabling and Enabling](#)
2. Lower the steering column and move to the maximum rear end position.



Fig. 9: Steering Wheel Spring Retainers

Courtesy of GENERAL MOTORS COMPANY

3. To remove the airbag steering wheel module, push the spring retainers in the direction of the arrows at the back of the steering wheel.



Fig. 10: Steering Wheel Rotated 90 Degrees To Right
Courtesy of GENERAL MOTORS COMPANY

4. Rotate the steering wheel in the 90 degrees to the right.

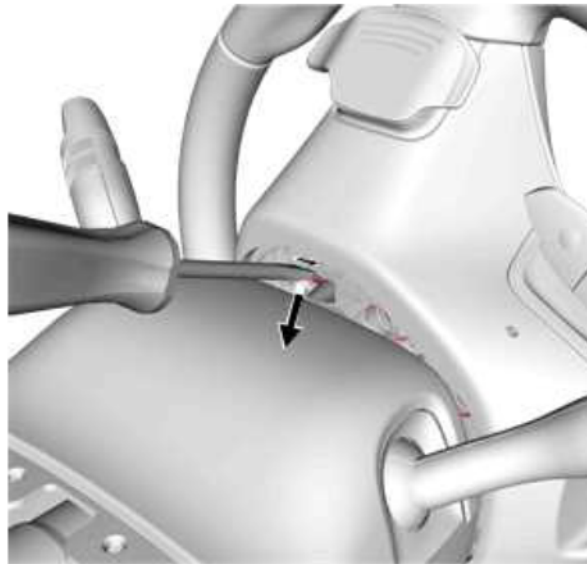


Fig. 11: Small Flathead Screwdriver On Back Of Steering Wheel
Courtesy of GENERAL MOTORS COMPANY

5. Insert a small flathead screwdriver on the back of the steering wheel.
6. Push the screwdriver down like an arrow as shown in the picture while pulling the airbag module.



Fig. 12: Steering Wheel Rotated 90 Degrees To Left
Courtesy of GENERAL MOTORS COMPANY

7. Rotate the steering wheel in the 90 degrees to the left.

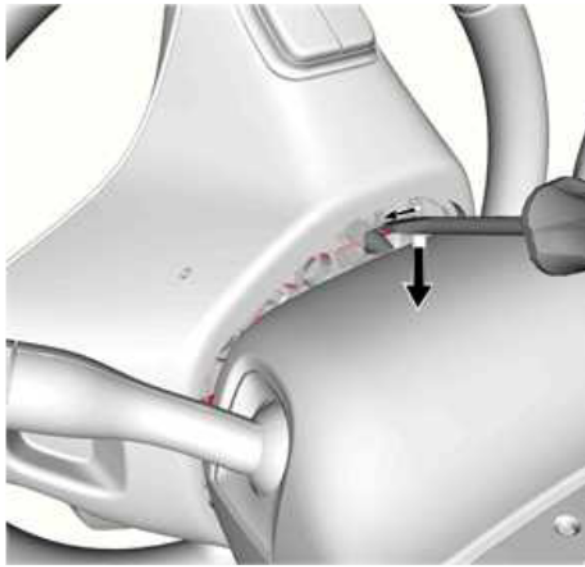


Fig. 13: Small Flathead Screwdriver On Back Of Steering Wheel
Courtesy of GENERAL MOTORS COMPANY

8. Insert a small flathead screwdriver on the back of the steering wheel.
9. Push the screwdriver down like an arrow as shown in the picture while pulling the airbag module.



Fig. 14: Steering Wheel Rotated 180 Degrees To Left
Courtesy of GENERAL MOTORS COMPANY

10. Rotate the steering wheel in the 180 degrees.

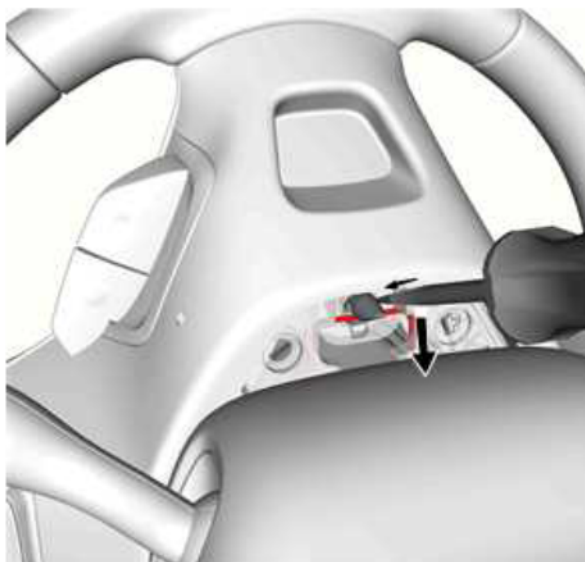


Fig. 15: Small Flathead Screwdriver On Back Of Steering Wheel
Courtesy of GENERAL MOTORS COMPANY

11. Insert a small flathead screwdriver on the back of the steering wheel.
12. Push the screwdriver down like an arrow as shown in the picture while pulling the airbag module.



Fig. 16: Airbag Steering Wheel Module
Courtesy of GENERAL MOTORS COMPANY

13. Disconnect the electrical connectors.
14. Remove the airbag steering wheel module (1).

Installation Procedure

1. Ensure that the retaining spring is properly installed.
2. Connect the electrical connectors.



Fig. 17: Airbag Steering Wheel Module
Courtesy of GENERAL MOTORS COMPANY

3. Align the steering wheel airbag fasteners to the steering column fastener holes.

WARNING: After installation of the steering wheel airbag module to the steering wheel, slightly pull the module outward. If there is no give on the airbag module then it is secured correctly. If the airbag module is not fully attached personal injury could result.

4. Push the airbag steering wheel module (1) firmly into the steering column in order to engage the fasteners.

5. Enable the SIR system. [SIR Disabling and Enabling](#)
6. [Inflatable Restraint Module Handling and Scrapping](#)

STEERING WHEEL AIRBAG COIL REPLACEMENT

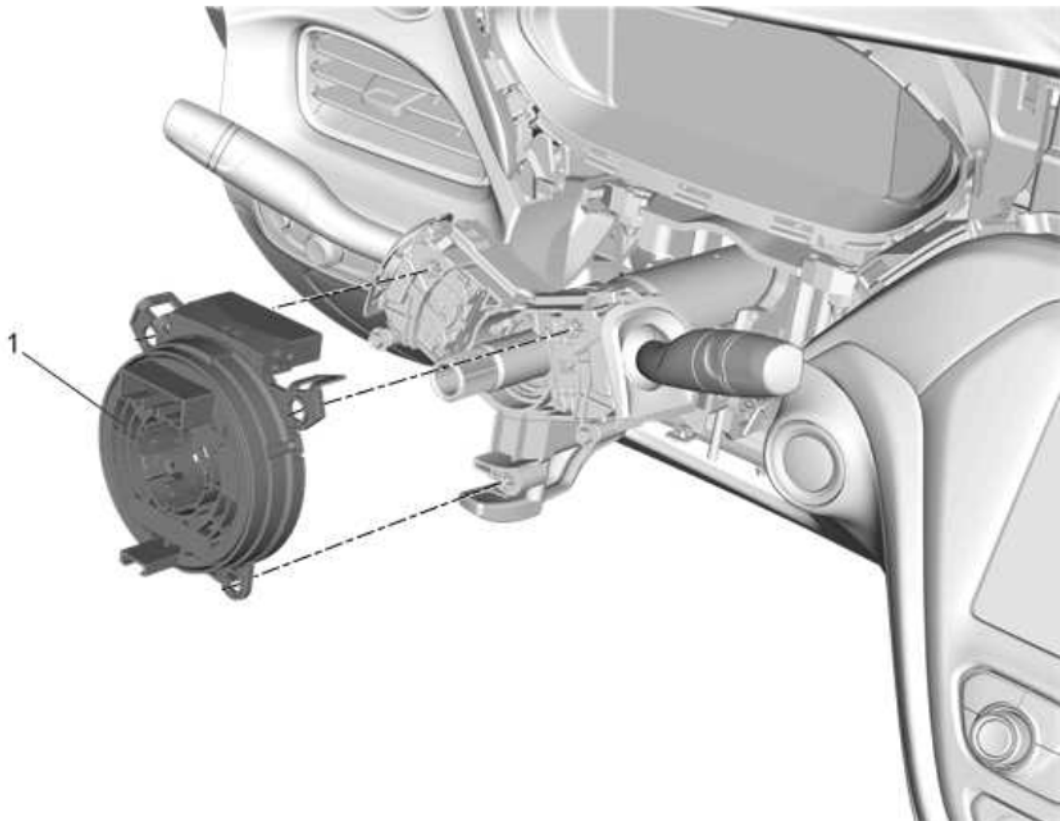


Fig. 18: Steering Wheel Airbag Coil

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Steering Wheel Replacement 2. Steering Column Lower Trim Cover Replacement 3. Reposition the steering column upper trim cover as necessary.	
1	Steering Wheel Airbag Coil Procedure 1. Disconnect the electrical connectors. 2. Release the retaining tabs and remove the steering wheel airbag coil from the steering column. 3. Ensure the steering wheel airbag coil is CENTERED during installation. Airbag Steering Wheel Module Coil Centering

AIRBAG STEERING WHEEL MODULE COIL CENTERING



Fig. 19: Steering Wheel Airbag Coil

Courtesy of GENERAL MOTORS COMPANY

CAUTION: The new SIR coil assembly will be centered. Improper alignment of the SIR coil assembly may damage the unit, causing an inflatable restraint malfunction.

1. Inspect the steering wheel airbag coil. If the yellow lock pin (1) is present, the uplead post (2) is at the 12 o'clock position and the loop (u-turn) appears in the centering window (3) then the coil is already in the centered position and no further action is required.

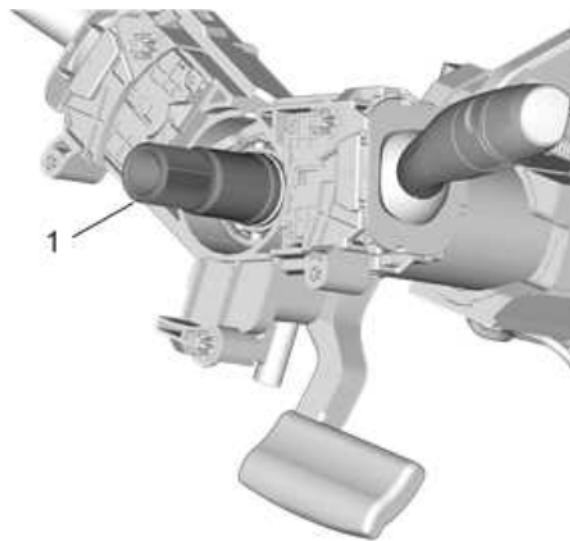


Fig. 20: Block Tooth

Courtesy of GENERAL MOTORS COMPANY

2. If the steering wheel airbag coil needs to be centered, perform the following preliminary steps:
 1. Ensure the wheels on the vehicle are straight ahead.
 2. Ensure the block tooth (1) on the steering shaft is in the 6 o'clock position.

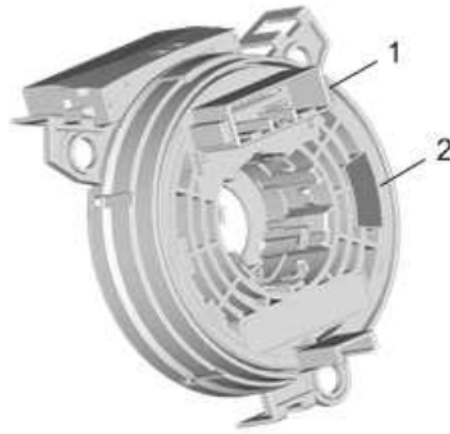


Fig. 21: Centering Steering Wheel Airbag Coil
 Courtesy of GENERAL MOTORS COMPANY

3. To center the steering wheel airbag coil, perform the following steps:
 1. Hold the coil with the face up.
 2. Slowly rotate the coil hub clockwise until the coil ribbon stops.
 3. Slowly rotate the coil hub counterclockwise 3 turns until the uplead post (1) is at the 12 o'clock position.
 4. View the centering window (2) and ensure the orange loop (u-turn) is visible. If the loop is visible then the coil is in the center position.
 5. While holding the coil hub in the center position, align the coil with the steering column components and slide the coil onto the steering shaft.

INSTRUMENT PANEL AIRBAG REPLACEMENT

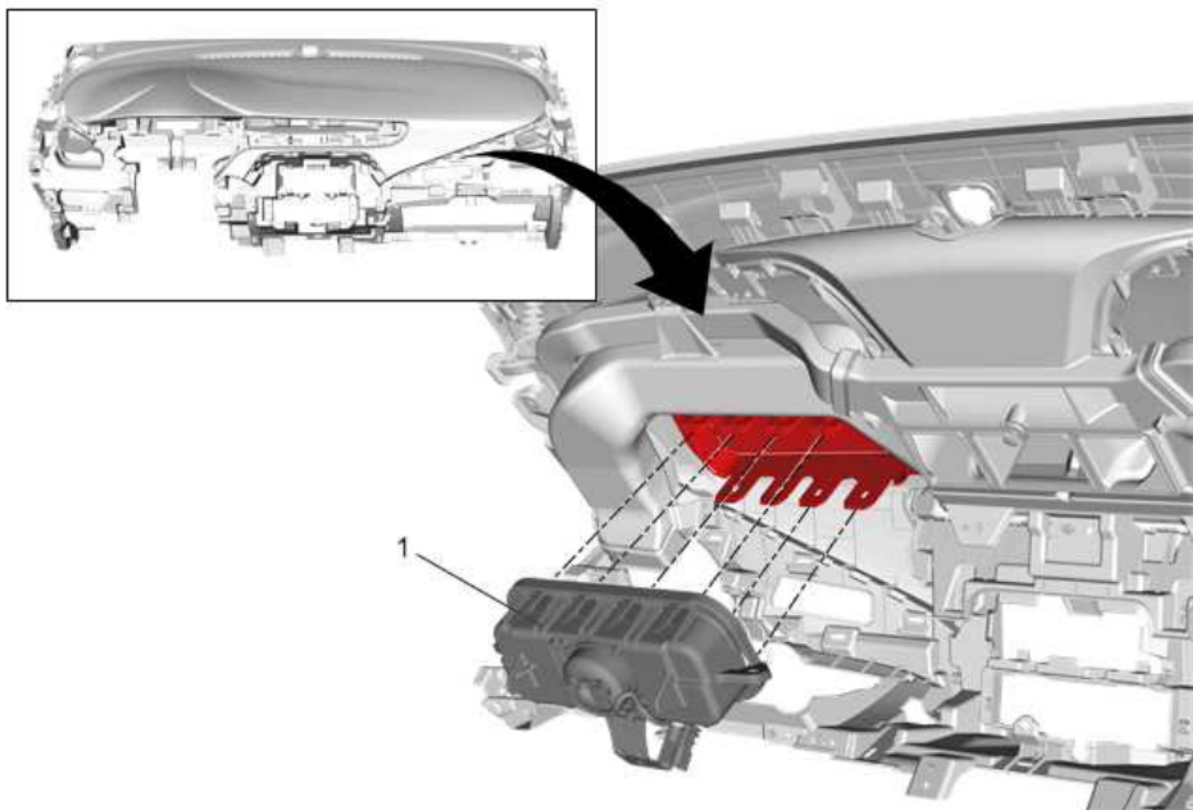


Fig. 22: Instrument Panel Airbag
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name	cardiagh.com

Callout	Component Name
WARNING: Refer to SIR Warning .	
Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Instrument Panel Assembly Replacement	
1	Instrument Panel Airbag Procedure 1. If the airbag is being replaced, prepare the old airbag for disposal. Inflatable Restraint Module Handling and Scrapping 2. Insert a wood straight edge, one per side behind all locking tabs, to simultaneously release the instrument panel airbag housing from the instrument panel chute without overextending the airbag locking tabs. Use a wood straight edge that is approximately 50.8 cm (20 in) long and 5 mm (0.20 in) thick with a rounded edge. NOTE: Some tabs may require manipulation to release completely. Use appropriate thin tool to aid in releasing tabs. 3. Enable the SIR System. SIR Disabling and Enabling

INSTRUMENT PANEL LOWER AIRBAG REPLACEMENT - DRIVER SIDE



Fig. 23: Instrument Panel Lower Airbag - Driver Side
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

Callout	Component Name
WARNING: Refer to SIR Inflator Module Handling and Storage Warning .	
WARNING: Refer to SIR Warning .	
Preliminary Procedure Disable the SIR system. SIR Disabling and Enabling	
1	Instrument Panel Lower Airbag Nut (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)
2	Instrument Panel Lower Airbag - Driver Side Procedure 1. Disconnect the electrical connector. 2. If the airbag is being replaced, prepare the old airbag for disposal. Inflatable Restraint Module Handling and Scrapping 3. Enable the SIR System. SIR Disabling and Enabling

INSTRUMENT PANEL LOWER AIRBAG REPLACEMENT - PASSENGER SIDE

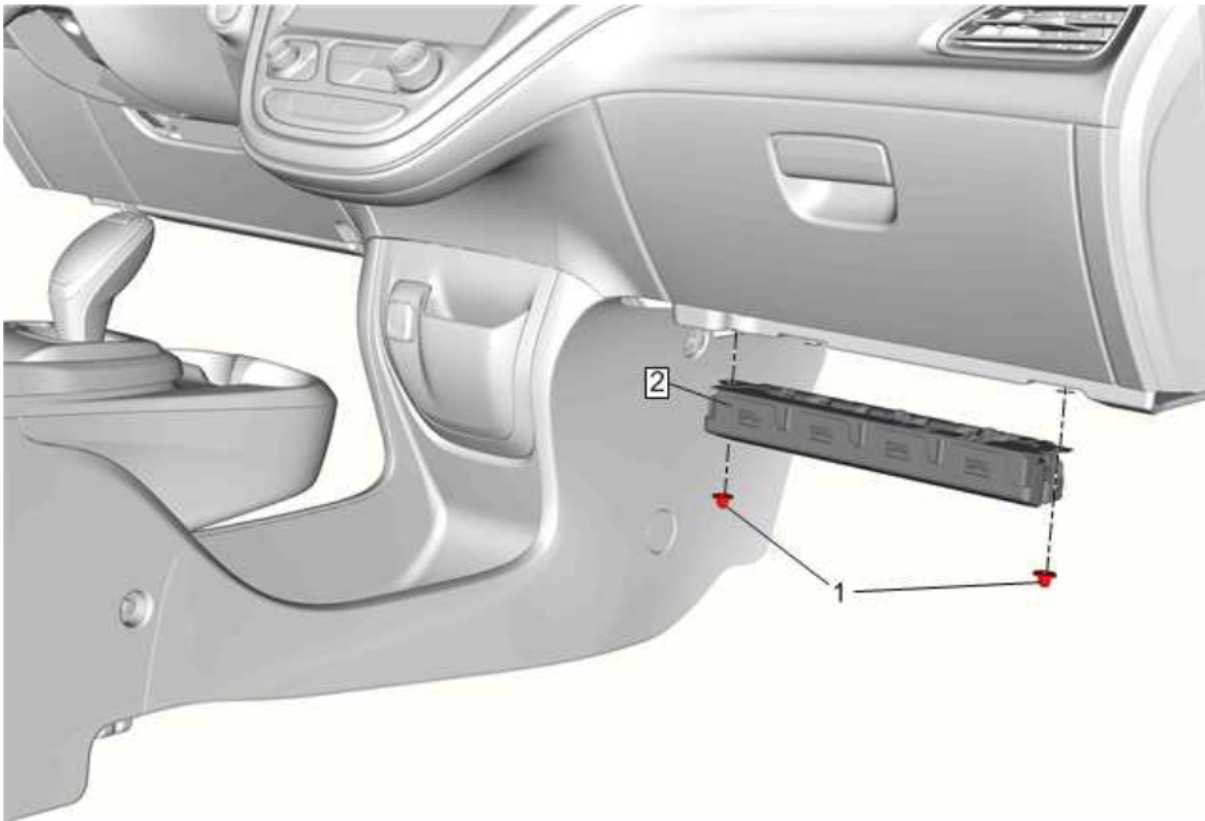


Fig. 24: Instrument Panel Lower Airbag - Passenger Side
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
cardiagh.com	

Callout	Component Name
WARNING: Refer to SIR Inflator Module Handling and Storage Warning .	
WARNING: Refer to SIR Warning .	
Preliminary Procedure Disable the SIR system. SIR Disabling and Enabling	
1	Instrument Panel Lower Airbag Nut (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)
2	Instrument Panel Lower Airbag - Passenger Side Procedure 1. Disconnect the electrical connector. 2. If the airbag is being replaced, prepare the old airbag for disposal. Inflatable Restraint Module Handling and Scrapping 3. Enable the SIR System. SIR Disabling and Enabling

AIRBAG FRONT PASSENGER PRESENCE MODULE REPLACEMENT



Fig. 25: Airbag Front Passenger Presence Module
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
cardiagh.com	

Callout	Component Name
WARNING: To avoid personal injury, perform a preload test on the passenger presence system whenever you remove or replace the seat cushion trim. Failure to do so may cause the system to malfunction.	
WARNING: Replace the passenger presence system as a complete assembly to prevent possible injury to the occupant. All the components in the service kit are assembled and calibrated as a unit. Using only some of the components in the service kit will cause the passenger presence system to operate improperly.	
Preliminary Procedure <u>Front Seat Cushion Cover and Pad Replacement</u>	
1	Airbag Front Passenger Presence Module Retainer [2x]
2	Airbag Front Passenger Presence Module Procedure 1. Unhook the module from the bracket on the underside of seat frame. 2. Disconnect the electrical connector and remove the sensor and module from the seat pan. 3. Rezero the module after installation. <u>Passenger Presence System Rezeroing</u>

FRONT AND REAR ROW SEAT ROOF RAIL AIRBAG REPLACEMENT

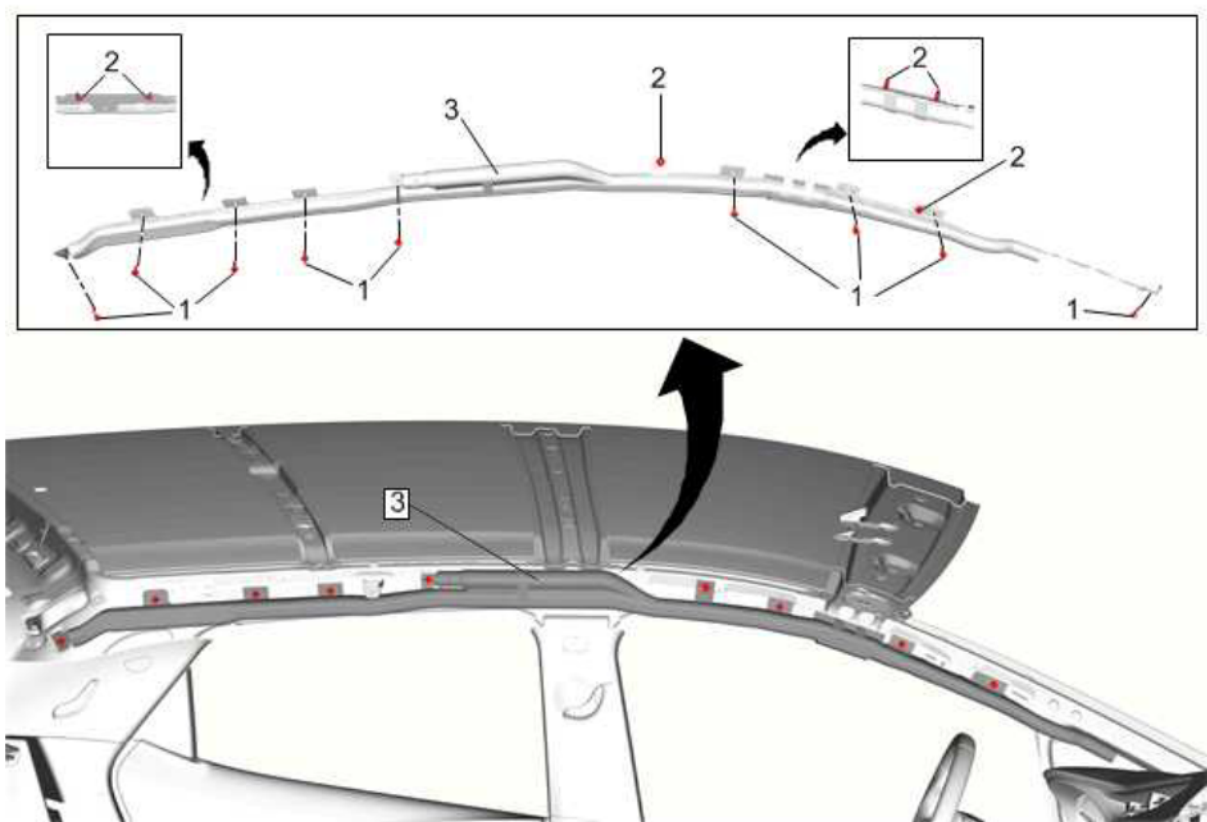


Fig. 26: Front and Rear Row Seat Roof Rail Airbag
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
cardiagh.com	

Callout	Component Name
WARNING: Refer to SIR Warning .	
WARNING: Refer to SIR Inflator Module Handling and Storage Warning .	
Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. It is only necessary to lower the headliner. Only do those steps in headliner replacement that will lower the headliner enough to gain access to the part. Headlining Trim Panel Replacement	
1	Front and Rear Row Seat Roof Rail Airbag Fastener (Qty: 9) CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in) Procedure Disconnect the electrical connector.
2	Front and Rear Row Seat Roof Rail Airbag Retainer (Qty: 6)
3	Front and Rear Row Seat Roof Rail Airbag Procedure 1. Remove the roof side rail inflatable restraint module from the vehicle. 2. If the airbag is being replaced, prepare the old airbag for disposal. Inflatable Restraint Module Handling and Scrapping 3. Enable the SIR System. SIR Disabling and Enabling

FRONT SEAT OUTBOARD SEAT BACK AIRBAG REPLACEMENT

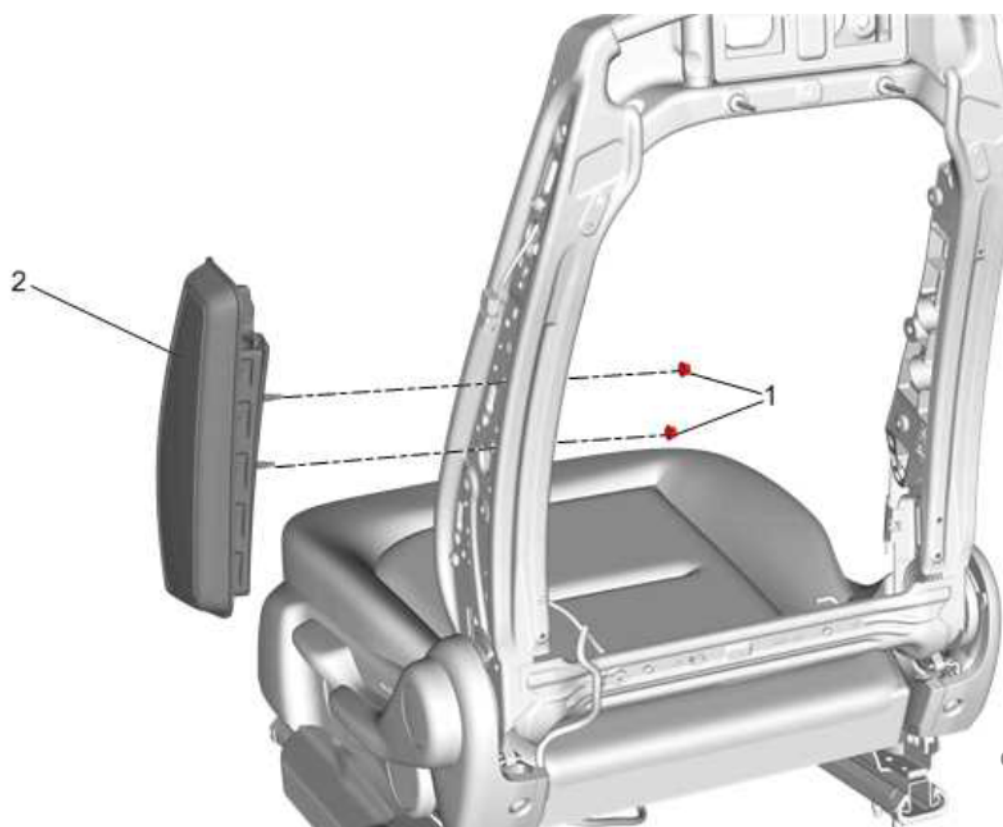
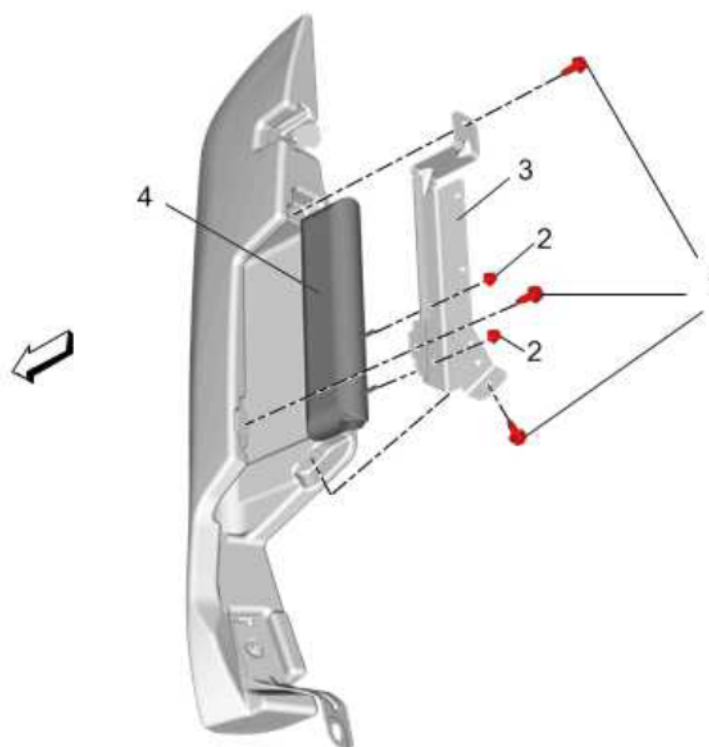


Fig. 27: Front Seat Outboard Seat Back Airbag
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Following the deployment of a side impact air bag, inspect the following parts for damage. Replace these parts if necessary: • The seat cushion frame • The seat recliner, if equipped • The seat adjuster • The seat back frame Failure to do so may cause future personal injury.	
Preliminary Procedure Front Seat Back Cushion Latch Finish Cover Replacement (Back Panel) Front Seat Back Cushion Latch Finish Cover Replacement (Front Panel)	
1	Front Seat Outboard Seat Back Airbag Nut (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 3.5 N.m (31 lb in)
2	Front Seat Outboard Seat Back Airbag Procedure 1. Remove the connector position assurance (CPA) from the module electrical connector. 2. Disconnect the electrical connector. 3. Inflatable Restraint Module Handling and Scrapping

REAR SEAT BOLSTER AIRBAG REPLACEMENT



Callout	Component Name
WARNING: Refer to SIR Warning .	
WARNING: Following the deployment of a rear seat side air bag, inspect the following parts for damage. Replace these parts if necessary: • The rear seat side bolster, attachments, brackets and wiring • The rear seat back frame, cushion and cover • The rear seat cushion frame, cushion and cover Failure to do so may cause future personal injury.	
Preliminary Procedure Rear Seat Back Bolster Replacement	
1	Rear Seat Bolster Airbag Bracket Bolt (Qty: 3) CAUTION: Refer to Fastener Caution . Tighten 3.25 N.m (29 lb in)
2	Rear Seat Bolster Airbag Nut (Qty: 2) Tighten 3.25 N.m (29 lb in)
3	Rear Seat Bolster Airbag Bracket Procedure Reposition the bracket only and leave log rings attached.
4	Rear Seat Bolster Airbag Procedure Inflatable Restraint Module Handling and Scrapping

AIRBAG SIDE IMPACT CENTER PILLAR SENSOR REPLACEMENT (WITH AY0)

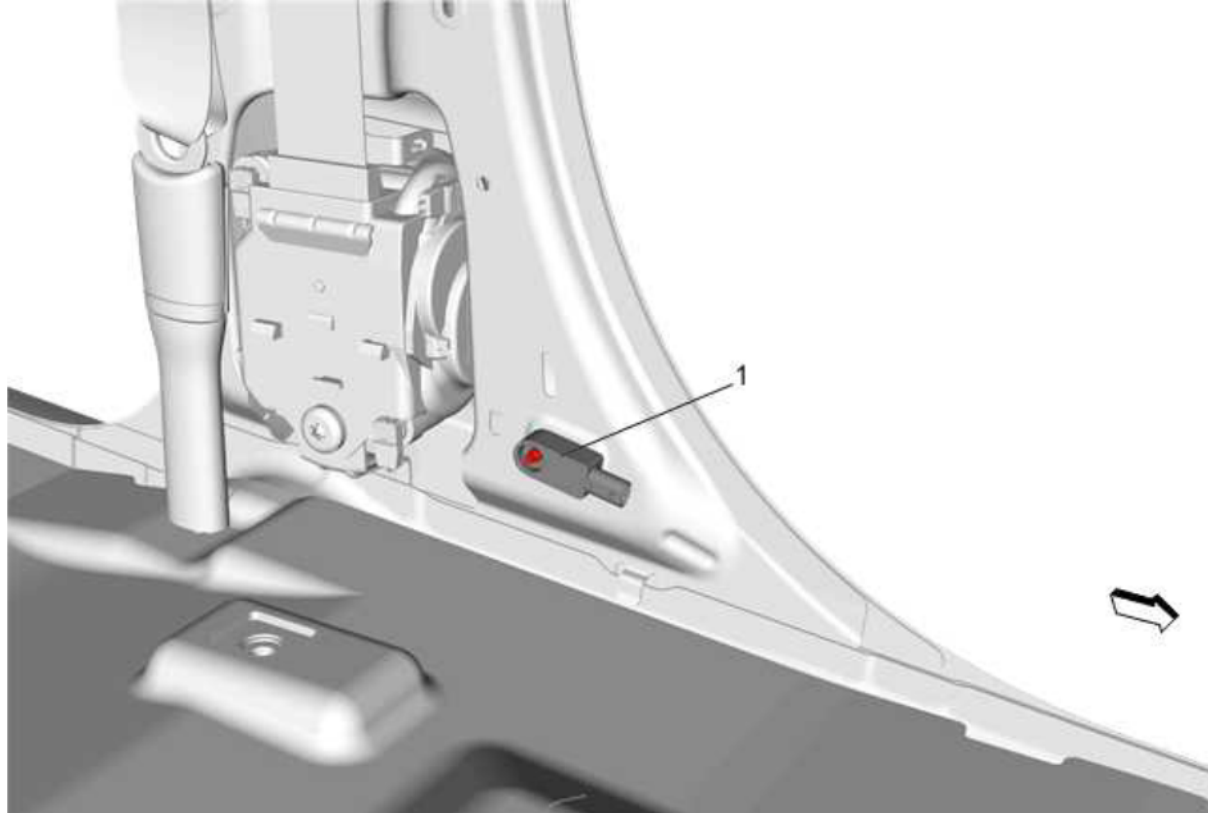


Fig. 29: Airbag Side Impact Center Pillar Sensor (with AY0)

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Refer to SIR Warning . WARNING: Refer to SIR Inflator Module Handling and Storage Warning . WARNING: Following the deployment of a side impact air bag, inspect the following parts for damage. Replace these parts if necessary: • The seat cushion frame • The seat recliner, if equipped • The seat adjuster • The seat back frame Failure to do so may cause future personal injury. Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Remove the center pillar lower trim panel from side being worked on. Center Pillar Lower Trim Panel Replacement	
cardiagh.com	

Callout	Component Name
1	Airbag Side Impact Center Pillar Sensor CAUTION: Refer to Fastener Caution . Procedure 1. Disconnect the electrical connector. NOTE: Integral sensor bolt uses left hand threads. Use counterclockwise rotation to loosen fastener at TORX[®] tip end. If accessing at pan head end of the fastener, use clockwise rotation to loosen bolt. 2. Loosen the fastener and slide the sensor out of the keyhole slot. 3. The bolts are integral to the sensor and DO NOT remove separately. 4. Enable the SIR System. SIR Disabling and Enabling Tighten 7.5 N.m (66 lb in)

AIRBAG SIDE IMPACT SENSOR REPLACEMENT - FRONT SIDE DOOR (WITH AYF)

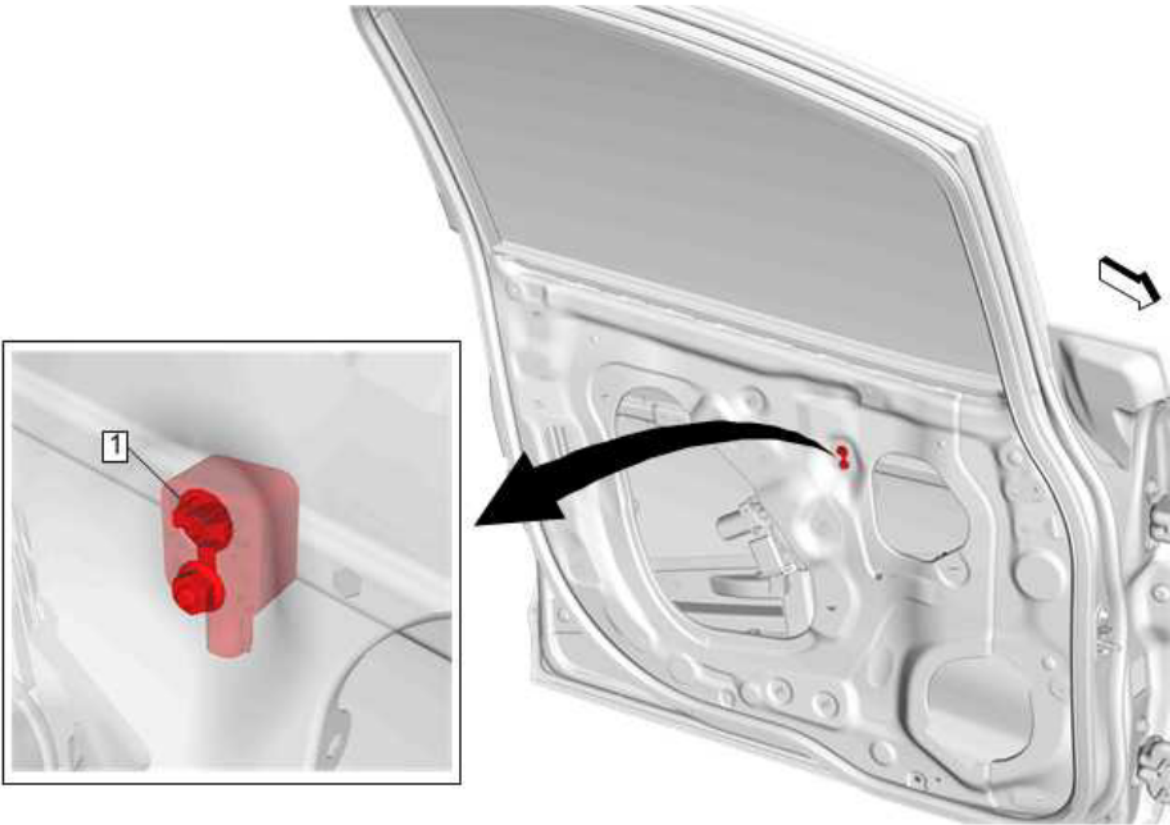


Fig. 30: Airbag Side Impact Sensor - Front Side Door (with AYF)
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

Callout	Component Name
	WARNING: Refer to SIR Warning . WARNING: Following the deployment of a side impact air bag, inspect the following parts for damage. Replace these parts if necessary: • The seat cushion frame • The seat recliner, if equipped • The seat adjuster • The seat back frame Failure to do so may cause future personal injury. Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Front Side Door Trim Replacement 3. For access to sensor detach the water deflector partly from front of door.
1	Airbag Side Impact Sensor CAUTION: Refer to Fastener Caution . NOTE: The sensor is located on the inside of the front door inner panel. Procedure 1. Loosen the fastener and slide the sensor out of the keyhole slot. 2. Disconnect the electrical connector. 3. The fastener is integral to the sensor, DO NOT remove separately. 4. Enable the SIR System. SIR Disabling and Enabling Tighten 7.5 N.m (66 lb in)

AIRBAG SIDE IMPACT REAR SENSOR REPLACEMENT (WITH AYF)

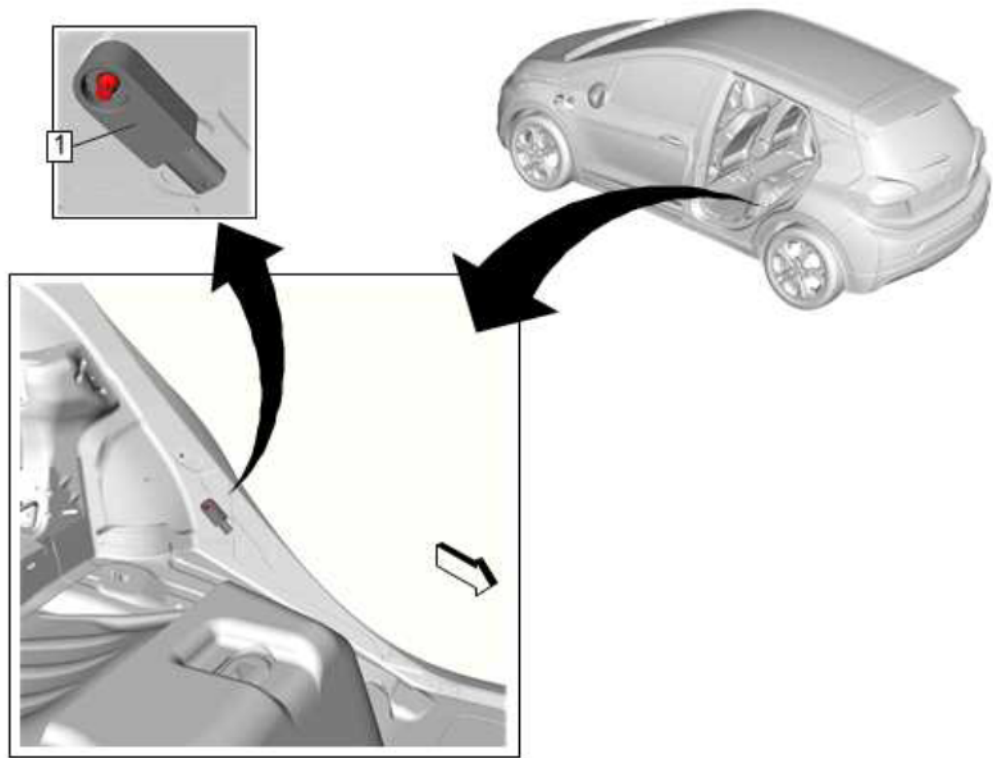


Fig. 31: Airbag Side Impact Rear Sensor (with AYF)

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Refer to SIR Warning . WARNING: Refer to SIR Inflator Module Handling and Storage Warning . WARNING: Following the deployment of a side impact air bag, inspect the following parts for damage. Replace these parts if necessary: • The seat cushion frame • The seat recliner, if equipped • The seat adjuster • The seat back frame Failure to do so may cause future personal injury. Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Rear Side Door Sill Garnish Molding Replacement	
cardiagh.com	

Callout	Component Name
1	Airbag Side Impact Rear Sensor CAUTION: Refer to Fastener Caution . Procedure 1. Disconnect the electrical connector. NOTE: Integral sensor bolt uses left hand threads. Use counterclockwise rotation to loosen fastener at TORX[®] tip end. If accessing at pan head end of the fastener, use clockwise rotation to loosen bolt. 2. Loosen the fastener and slide the sensor out of the keyhole slot. 3. The bolts are integral to the sensor and DO NOT remove separately. 4. Enable the SIR System. SIR Disabling and Enabling Tighten 7.5 N.m (66 lb in)

INSTRUMENT PANEL AIRBAG ARMING STATUS DISPLAY REPLACEMENT

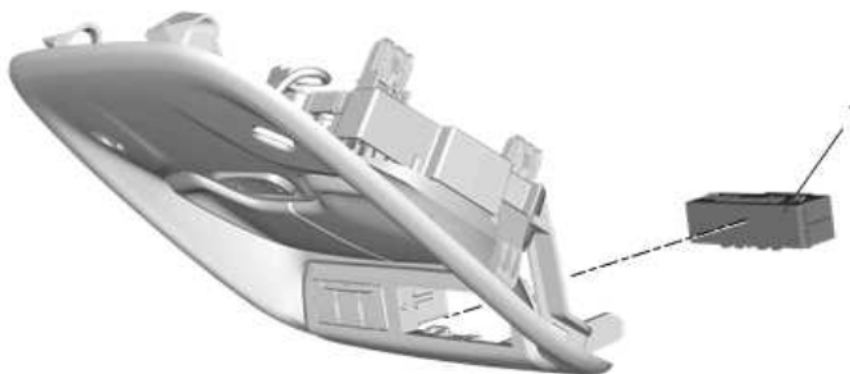


Fig. 32: Instrument Panel Airbag Arming Status Display

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

Callout	Component Name
WARNING: Refer to Battery Disconnect Warning .	
Preliminary Procedures 1. Disconnect the battery negative cable. Battery Negative Cable Disconnection and Connection 2. Roof Console Replacement	
1	Instrument Panel Airbag Arming Status Display Procedure 1. Release the retaining tabs. 2. Connect the battery negative cable. Battery Negative Cable Disconnection and Connection

FRONT SEAT BELT RETRACTOR REPLACEMENT

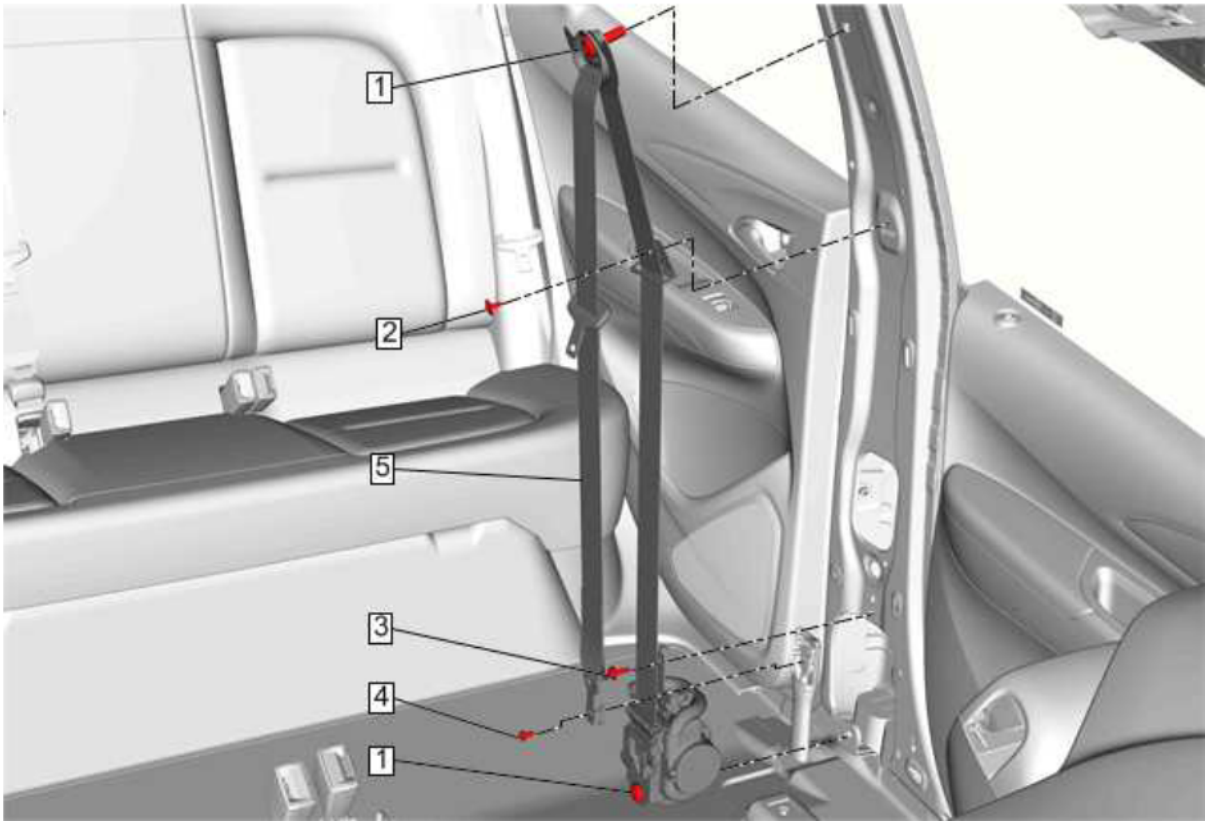
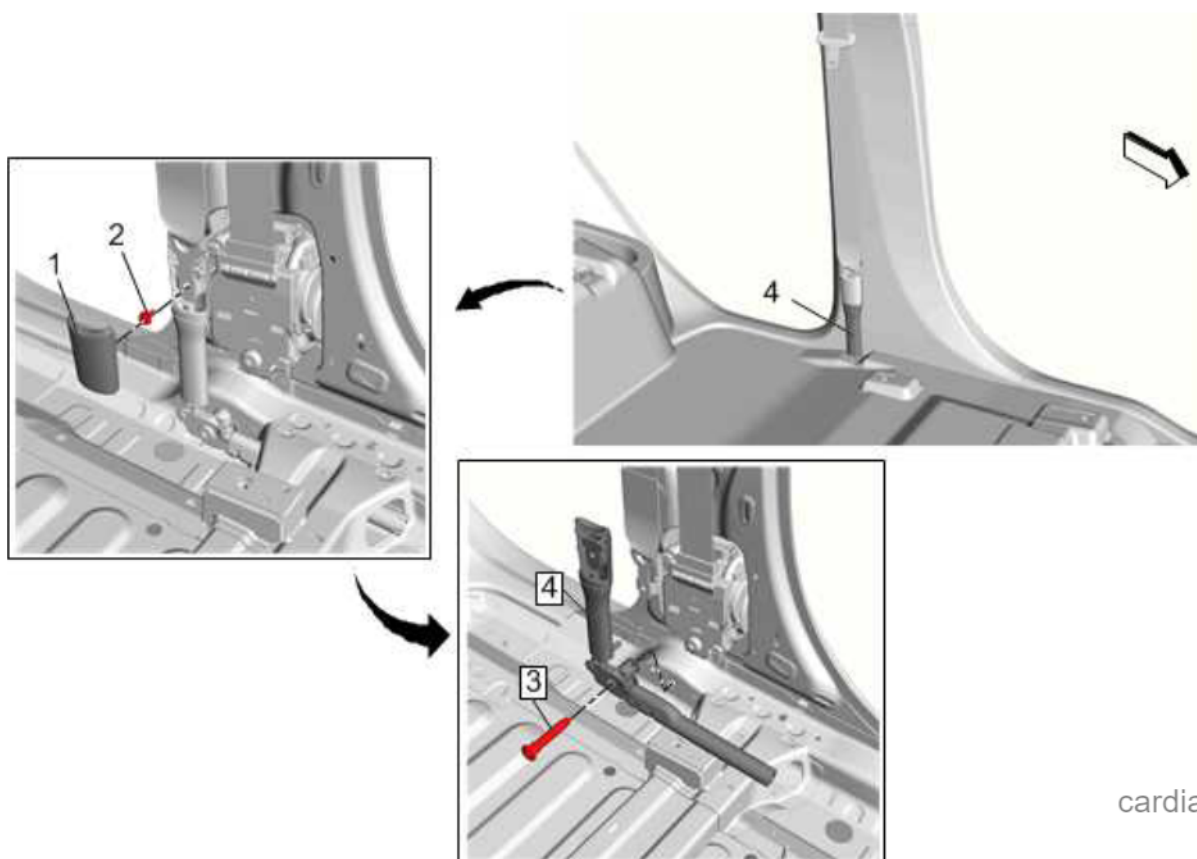


Fig. 33: Front Seat Belt Retractor
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: SIR Warning	
Preliminary Procedure 1. Disable the supplement inflatable restraint (SIR) system. SIR Disabling and Enabling 2. Center Pillar Upper Trim Panel Replacement 3. Center Pillar Lower Trim Panel Replacement	
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Callout	Component Name
1	Front Seat Belt Retractor Bolt (Qty: 2) CAUTION: <u>Fastener Caution</u> Tighten 45 N.m (33 lb ft) NOTE: When the seat belt retractor is replaced with a new one, there is no thread in the nut welded in the body. This is normal as the bolt will make the thread in the welded nut when the bolt is tightened. NOTE: Self cutting bolts, prevailing nuts must be replaced if loosened.
2	Front Seat Belt Retractor Retainer
3	Front Seat Belt Retractor Fastener Tighten 5 N.m (44 lb in)
4	Front Seat Belt Anchor Plate Tensioner Bolt Tighten 5 N.m (44 lb in)
5	Front Seat Belt Retractor Procedure 1. Disconnect the electrical connector. 2. Enable the supplement inflatable restraint (SIR) system. <u>SIR Disabling and Enabling</u>

FRONT SEAT BELT ANCHOR PLATE TENSIONER REPLACEMENT



Callout	Component Name
WARNING: Refer to SIR Warning . WARNING: Refer to SIR Inflator Module Handling and Storage Warning . Preliminary Procedures 1. Disable the SIR system. SIR Disabling and Enabling 2. Center Pillar Lower Trim Panel Replacement	
1	Front Seat Belt Anchor Plate Tensioner Cover
2	Front Seat Belt Anchor Bolt CAUTION: Refer to Fastener Caution . Tighten 5 N.m (44 lb in)
3	Front Seat Belt Anchor Plate Tensioner Bolt Procedure Fold the edge of the floor panel carpet down and out of the way to access the bolt. Tighten 45 N.m (33 lb ft)
4	Front Seat Belt Anchor Plate Tensioner Procedure 1. Disengage the seat belt from the tensioner. 2. Disconnect the electrical connector. 3. Enable the SIR System. SIR Disabling and Enabling

REPAIRS AND INSPECTIONS REQUIRED AFTER A COLLISION

Accident With or Without Air Bag Deployment - Component Inspections

WARNING: Proper operation of the Supplemental Inflatable Restraint (SIR) sensing system requires that any repairs to the vehicle structure return the vehicle structure to the original production configuration. Not properly repairing the vehicle structure could cause non-deployment of the air bag(s) in a frontal collision or deployment of the air bag(s) for conditions less severe than intended.

After any collision, inspect the following components as indicated. If you detect any damage, replace the component. If you detect any damage to the mounting points or mounting hardware, repair the component or replace the hardware as needed.

NOTE: Hybrid Vehicles Only - Perform an inspection of the high voltage system for damage. Refer to High Voltage System Inspection under the Hybrid/EV Controls repair section.

- The steering column - Inspect the steering column for bending, twisting, buckling or any type of damage.

- The instrument panel knee bolsters and mounting points - Inspect the knee bolsters for bending, twisting, buckling, or any other type of damage.
- The instrument panel brackets, braces, etc. - Inspect for bending, twisting, buckling, or any other type of damage.
- The seat belts - Perform the seat belt operational and functional checks. Refer to **Repairs and Inspections Required After a Collision** .
- The instrument panel cross car beam - Inspect for bending, twisting, buckling, or any other type of damage.
- The instrument panel mounting points and brackets - Inspect for bending, twisting, buckling, or any other type of damage.
- The seats and seat mounting points - Inspect for bending, twisting, buckling, or any other type of damage.
- The roof and headliner mounting points.
- The brake pedal --Inspect the brake pedal for bending, twisting, buckling or any type of damage.

Accident With Frontal Air Bag Deployment - Component Replacement and Inspections

After a collision involving air bag deployment, replace the following components.

- Driver steering wheel air bag
- Passenger instrument panel air bag, if deployed
- Inflatable restraint sensing and diagnostic module (SDM), if SDM has DTC B0052 56
- Front and/or side impact sensors
- Driver/Passenger seat side air bag, if deployed
- Seat back cover if side seat air bag is deployed
- Driver/Passenger seat belt anchor and/or retractor pretensioners

Perform additional inspections on the following components.

- Steering wheel air bag coil and the coil wiring pigtail - Inspect for melting, scorching, or other damage due to excessive heat.
- Mounting points or mounting hardware for the passenger instrument panel air bag, steering wheel air bag, SDM, seat side air bag (if deployed) and seat belt anchor and/or retractor pretensioners - Inspect for any damage and repair or replace each component as needed.

Accident With Side Seat Air Bag Deployment - Component Replacement and Inspections

After a collision involving driver/passenger side seat air bag deployment, replace the following components.

- Left/right side impact sensors on the side of the impact.
- Left/right roof rail air bag on the side of the impact.
- Inflatable restraint sensing and diagnostic module (SDM), if SDM has DTC B0052 56.
- Inflatable restraint seat belt anchor and/or retractor pretensioner.
- Driver or passenger seat back cushion cover replacement.

WARNING: Do not repair or replace the seat stitching or seams in the seat back trim cover with an internal mounted seat side airbag module. Replace the complete seat back trim cover from the OEM. Non-OEM seat stitching may cause improper airbag deployment which could result in personal injury.

Perform additional inspections on the following components.

- Mounting points or mounting hardware for the side impact sensors, and driver/passenger side seat air bags on the side of impact - Inspect for any damage and repair or replace each component as needed.
- Mounting points, mounting hardware, headliner and trim pieces for the left/right roof rail air bag on the side of impact - Inspect for any damage and repair or replace each component as needed.

- Mounting points or mounting hardware for the SDM and seat belt anchor and/or retractor pretensioners - Inspect for any damage and repair or replace each component as needed.
- The seat cushion frame
- The seat recliner and cover, if equipped
- The seat adjuster
- The seat back frame
- Door trim assembly
- Impacted seat cushion side covers and switches

Accident With Seat Belt Pretensioner Deployment Only - Component Replacement and Inspections

After a collision involving driver/passenger Seat Belt Retractor or Anchor Pretensioner deployment, replace the following components.

- Driver and Passenger Inflatable restraint seat belt anchor pretensioner and/or retractor pretensioner
- Inflatable Restraint Sensing and Diagnostic Module (SDM), if the Inflatable Restraint Sensing and Diagnostic Module has set DTC B0052 and will not clear

Perform additional inspections for any damage and repair or replace each component as needed on the following components.

- Mounting points or mounting hardware for the Inflatable Restraint Sensing and Diagnostic Module
- Mounting points or mounting hardware for the Seat Belt Anchor Pretensioners
- Mounting points or mounting hardware for the Seat Belt Retractor Pretensioners

Impact Sensor Replacement Guidelines

The impact sensor replacement policy requires replacing sensors in the area of the accident damage. The area of accident damage is defined as the portion of the vehicle which is crushed, bent, or damaged due to a collision. An example of this would be a moderate collision where the front of the vehicle impacts a object. If the vehicle has an impact sensor mounted forward of the radiator, it must be replaced.

- Replace the impact sensor whether or not the air bags have deployed.
- Replace the impact sensor even if it appears to be undamaged.

Impact sensor damage which is not visible, such as slight bending of the mounting bracket or cuts in the wire insulation, can cause improper operation of the SIR system. Do not try to determine whether the impact sensor is undamaged, replace the impact sensor. Also, if you follow a diagnostic trouble code (DTC) procedure and a malfunctioning impact sensor is indicated, replace the impact sensor.

INFLATABLE RESTRAINT MODULE HANDLING AND SCRAPPING

Special Tools

- **EL-38826** SIR Deployment Harness
- **EL-39401-B** SIR Deployment Fixture

For equivalent regional tools, refer to [Special Tools](#).

Live and Undeployed Air Bag

WARNING: Refer to [SIR Inflator Module Handling and Storage Warning](#) .

Take special care when handling or storing an undeployed air bag. An air bag deployment produces a rapid generation of gas. This may cause the air bag, or an object in front of the air bag, to project through the air in the event of an unlikely deployment.

Dual Stage Air Bags

Dual stage air bags have two deployment stages. If stage 1 was used to deploy a dual stage air bag, stage 2 may still be active. Therefore, a deployed dual stage air bag must be treated as an active air bag. If disposal

of a dual stage air bag is required, both deployment loops must be energized to deploy the air bag.

Scrapping Procedure

During the course of a vehicle's useful life, certain situations may arise which will require the disposal of a live and undeployed air bag. Do NOT dispose a live and undeployed air bag through normal disposal channels until the air bag has been deployed.

Do not deploy the air bag in the following situations:

- After replacement of an air bag under warranty - the air bag may need to be returned undeployed to the manufacturer.
- If the vehicle is the subject of a product liability claim, related to the SIR system and is subject to a preliminary investigation - do NOT alter the SIR system in any manner.
- If the vehicle is involved in a campaign affecting the air bags - follow the instructions in the campaign service bulletin for proper SIR handling procedures.

Deployment Procedures

NOTE: Some countries, states or localities may not allow service deployment of air bags without special permission or training. Local laws regarding deploying and scrapping of air bags/devices with pyrotechnics must be followed.

You can deploy the air bag either inside or outside of the vehicle. The method used depends upon the final disposition of the vehicle. Review the following procedures in order to determine which will work best in a given situation:

Deployment Outside Vehicle - Steering Wheel Air Bag, Instrument Panel Air Bag, and Roof Rail Air Bag

Deploy the air bag outside of the vehicle when the vehicle will be returned to service. Situations that require deployment outside of the vehicle include the following:

- Using the SIR diagnostics, you determine that the air bag is malfunctioning.
- The air bag is cosmetically damaged, scratched, or ripped.
- The air bag pigtail is damaged.
- The air bag connector is damaged.
- The air bag connector terminals are damaged.

Deployment and disposal of a malfunctioning air bag is subject to any required retention period.

WARNING: Refer to [SIR Inflator Module Disposal Warning](#) .

1. Turn OFF the ignition.

WARNING: Refer to [SIR Inflator Module Handling and Storage Warning](#) .

2. Remove the air bag.

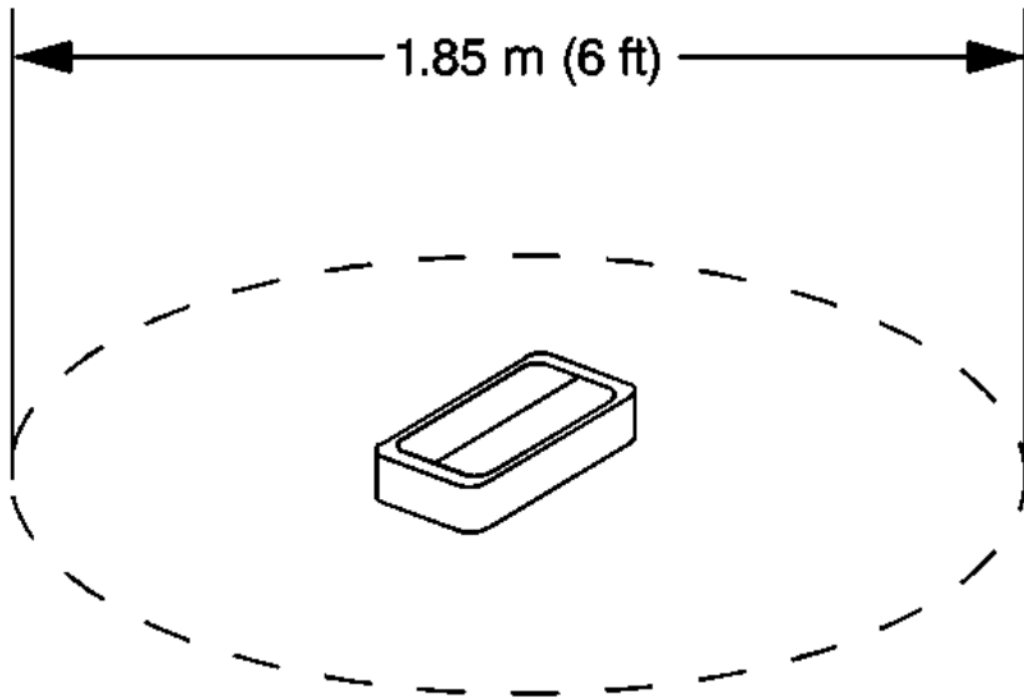


Fig. 35: Clearance For Deployment Of Inflator Module

Courtesy of GENERAL MOTORS COMPANY

3. Clear a space on the ground about 1.85 m (6 ft) in diameter for deployment of the air bag or deployment fixture. If possible, use a paved, outdoor location free of activity. Otherwise, use a space free of activity on the shop floor. Ensure you have sufficient ventilation.
4. Clear the area of loose or flammable objects.

NOTE: Dual stage deployments are only used in steering wheel and instrument panel air bags. If stage 1 was used to deploy a dual stage air bag, stage 2 may still be active. If disposal of a dual stage air bag is required, both deployment loops must be energized to deploy the air bag.

5. If you are deploying a steering wheel air bag, place the air bag in the center of the space with the vinyl trim cover facing up and away from the surface.

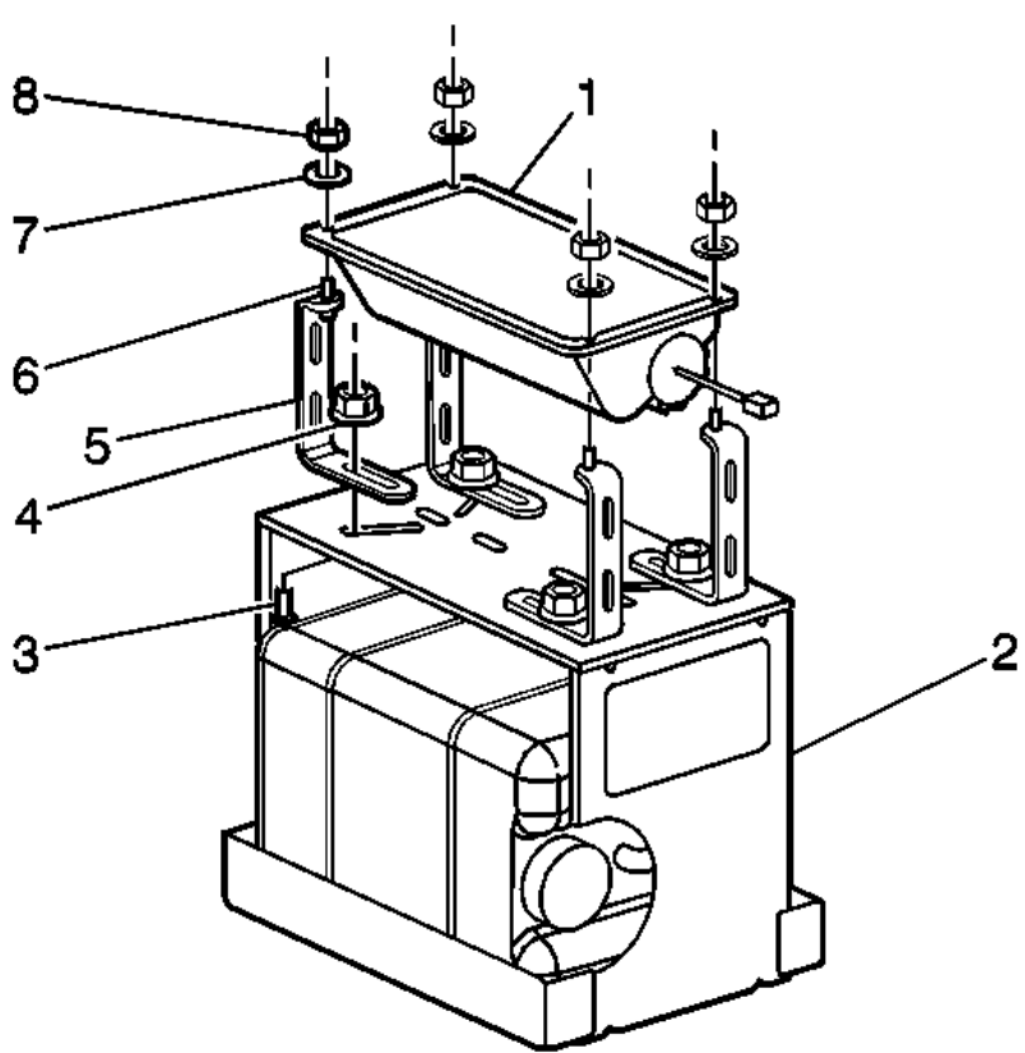


Fig. 36: I/P Module Components

Courtesy of GENERAL MOTORS COMPANY

6. When deploying an instrument panel air bag, perform the following instructions:
 1. Place the **EL-39401-B** fixture in the center of the cleared area.
 2. Fill the deployment fixture with water or sand.
 3. Using the proper nuts and bolts, mount the instrument panel air bag (1) to the deployment fixture (2), with the vinyl trim facing up.
 4. Securely tighten all fasteners that hold the instrument panel air bag (1) to the deployment fixture (2).

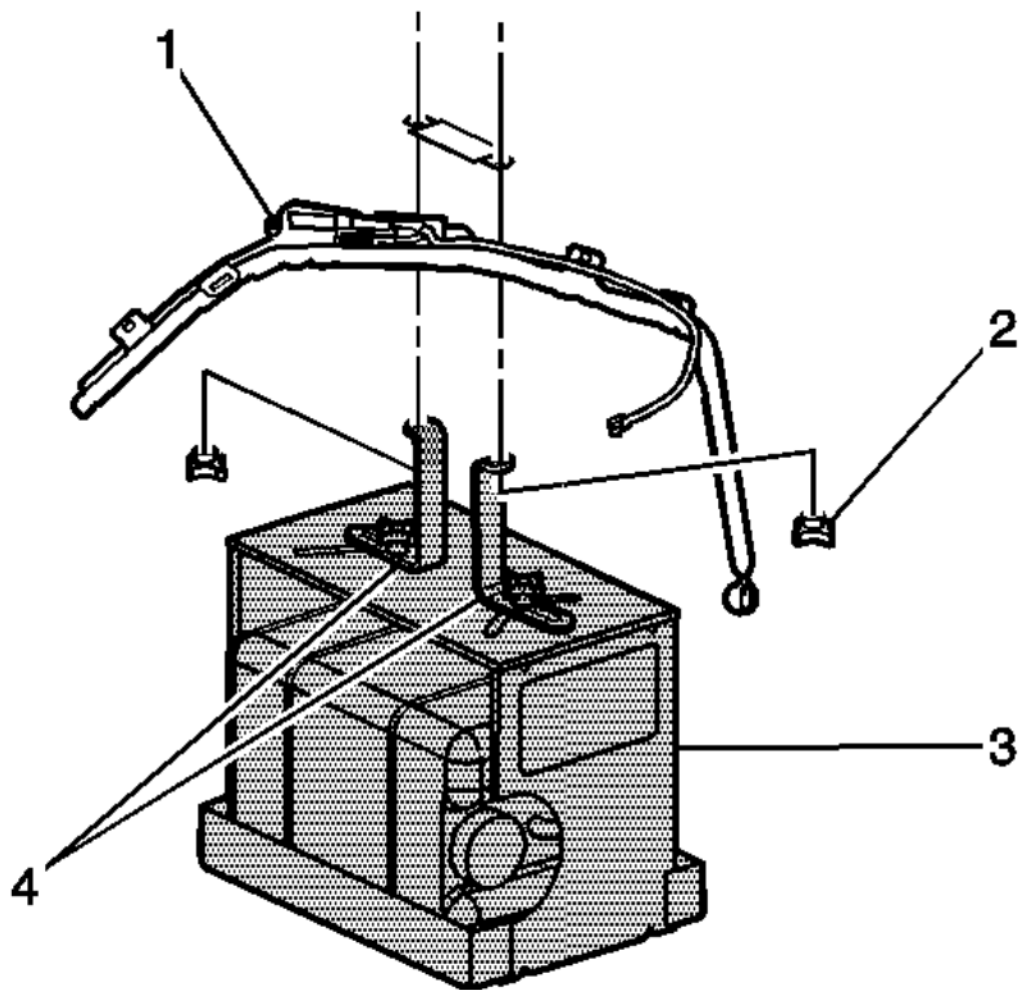


Fig. 37: Fasteners Holding Side Impact Module To Deployment Fixture
Courtesy of GENERAL MOTORS COMPANY

7. When deploying a roof rail air bag, perform the following instructions:
 1. Place the **EL-39401-B** fixture (3) in the center of the cleared area.
 2. Fill the deployment fixture with water or sand to provide sufficient stabilization of fixture during deployment.
 3. Adjust and secure the fixture arms (4) to the deployment fixture (3), using the proper nuts and bolts.
 4. Attach the roof rail air bag in the deployment fixture and securely tighten all fasteners.

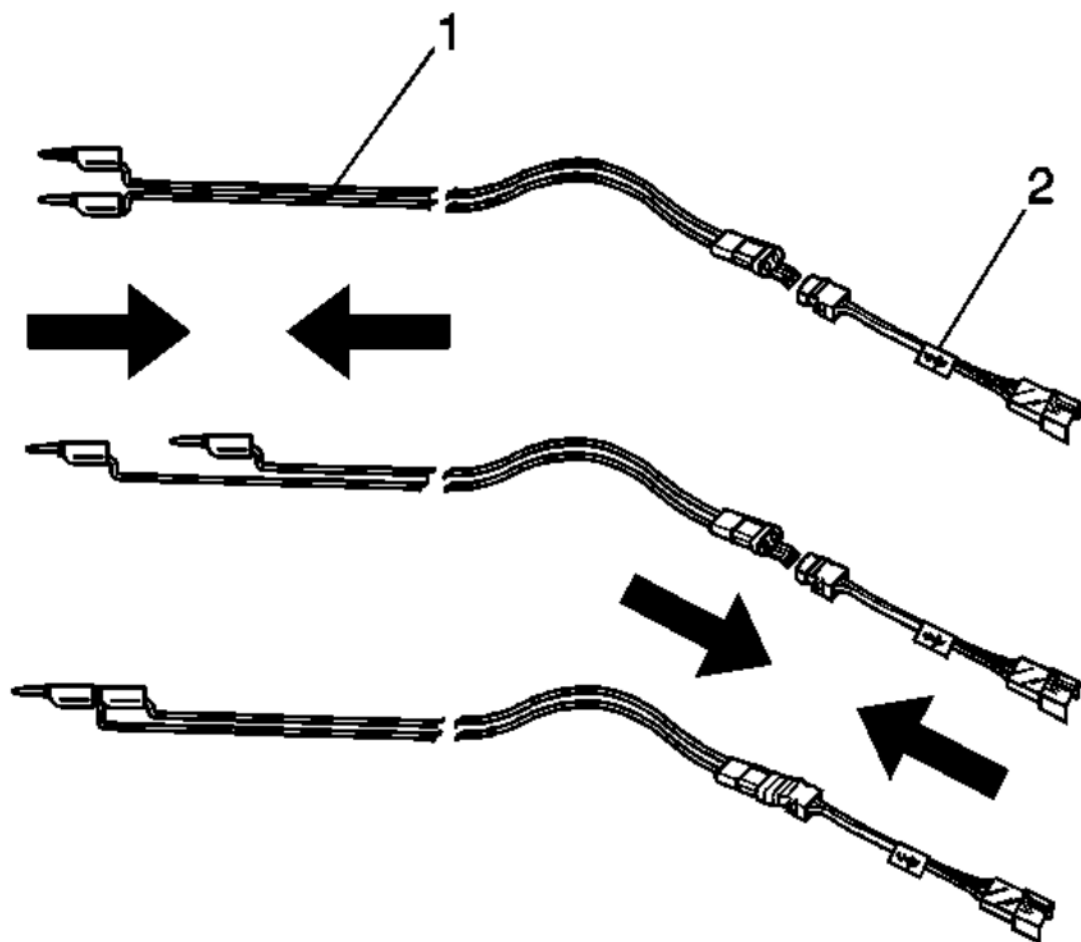


Fig. 38: SIR Deployment Harness & Adapter

Courtesy of GENERAL MOTORS COMPANY

8. Inspect the **EL-38826** harness and the appropriate pigtail adapter (2) for damage. Replace as needed.
9. Short the 2 SIR deployment harness leads (1) together using one banana plug seated into the other.
10. Connect the appropriate pigtail adapter (2) to the SIR deployment harness (1).

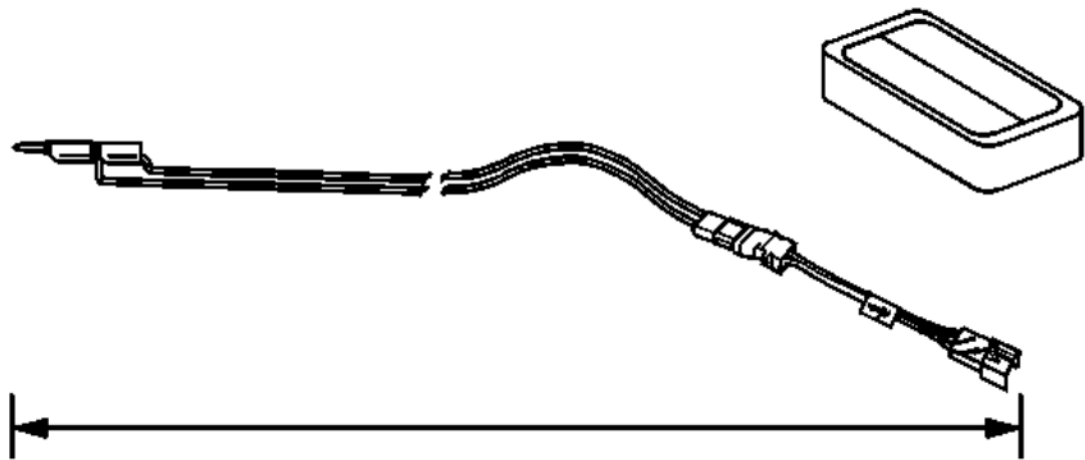


Fig. 39: Extending SIR Deployment Harness & Adapter
Courtesy of GENERAL MOTORS COMPANY

11. Extend the SIR deployment harness and adapter to the full length from the deployment fixture or area.

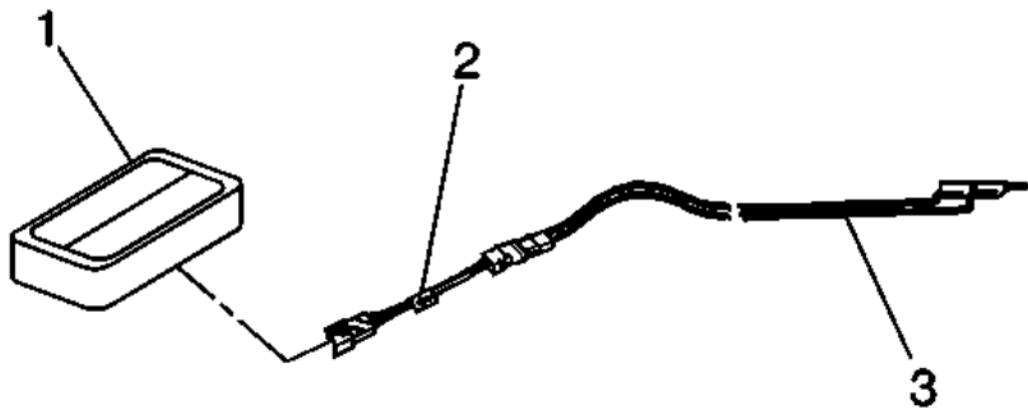


Fig. 40: Inflator Module, SIR Deployment Harness & Adapter
Courtesy of GENERAL MOTORS COMPANY

NOTE: On a dual stage air bag, both connectors must be attached to the deployment harness adapter. This will ensure that both stage 1 and stage 2 of the deployment loops are energized, regardless of the deployment state.

12. Connect the air bag (1) to the adapter (2) on the SIR deployment harness (3).

NOTE:

- The rapid expansion of gas involved with deploying an air bag is very loud. Notify all the people in the immediate area that you intend to deploy the air bag.
- When the air bag deploys, the deployment fixture may jump about 30 cm (1 ft) vertically. This is a normal reaction of the air bag due to the force of the rapid expansion of gas inside the air bag.
- If you are deploying a dual stage air bag with stage 1 already deployed, the fixture may not move and the noise may have been reduced.

13. Clear the area of people.

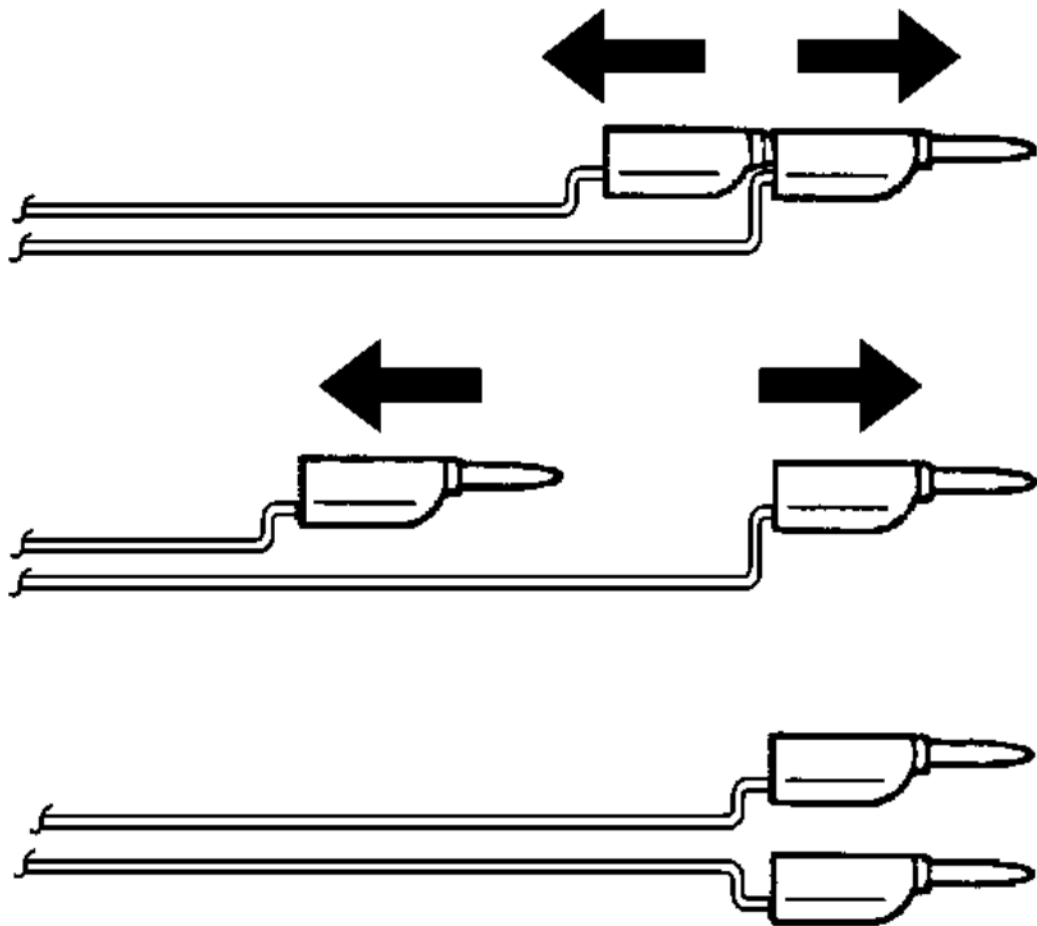


Fig. 41: Separating Banana Plugs

Courtesy of GENERAL MOTORS COMPANY

14. Separate the 2 banana plugs on the SIR deployment harness that were shorted together earlier in the procedure.

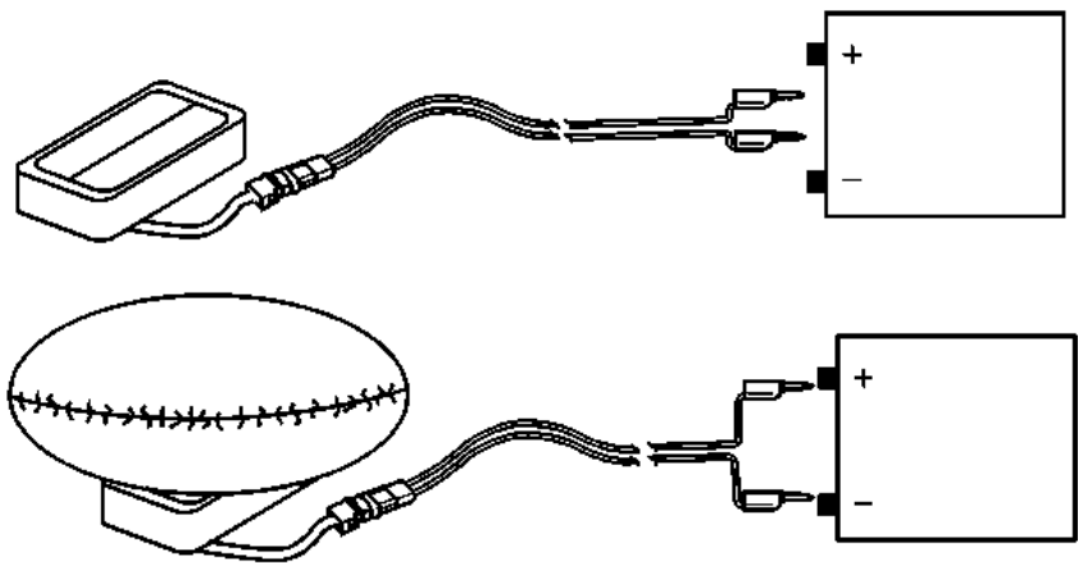


Fig. 42: SIR Deployment Harness Wires To Power Source
Courtesy of GENERAL MOTORS COMPANY

15. Place a 12 V minimum/2A minimum power source, such as a vehicle battery, near the shorted end of the harness.
16. Connect the SIR deployment harness wires to the power source. Deployment of the air bag will occur when contact is made.

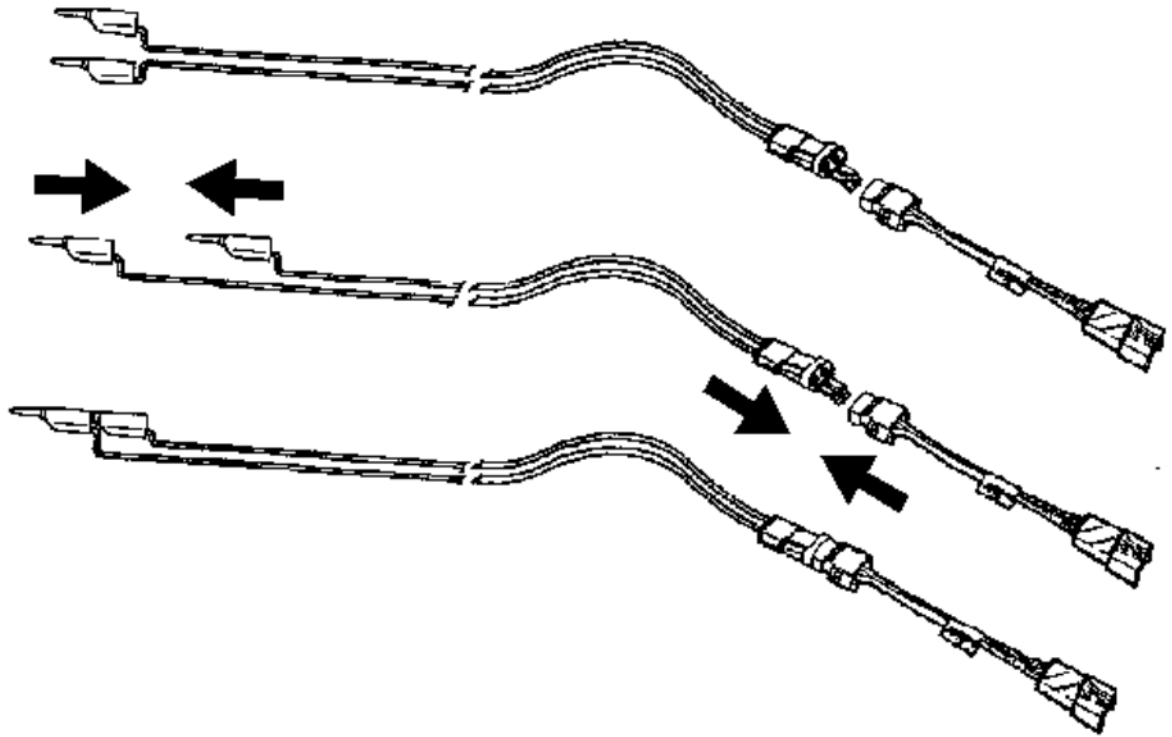


Fig. 43: Deployment Harness Leads

Courtesy of GENERAL MOTORS COMPANY

17. Disconnect the SIR deployment harness from the power source after the air bag deploys.
18. If the air bag did not deploy, disconnect the adapter and discontinue the procedure and contact the Technical Assistance Group.

If deployment was successful, proceed to the following steps.

WARNING: Refer to **SIR Deployed Inflator Modules Are Hot Warning** .

19. Seat one banana plug into the other in order to short the deployment harness leads.
20. Put on a pair of shop gloves.
21. Disconnect the pigtail adapter from the air bag as soon as possible.
22. Inspect the pigtail adapter and the SIR deployment harness. Replace as needed.
23. Dispose of the deployed air bag through normal refuse channels.
24. Wash your hands with a mild soap.

Deployment Inside Vehicle - Vehicle Scrapping Procedure

Deploy the air bags inside of the vehicle when destroying the vehicle or when salvaging the vehicle for parts. This includes, but is not limited to, the following situations:

- The vehicle has completed all useful life.
- Irreparable damage occurred to the vehicle in a non-deployment type accident.
- Irreparable damage occurred to the vehicle during a theft.

- The vehicle is being salvaged for parts to be used on a vehicle with a different VIN, as opposed to rebuilding as the same VIN.

WARNING: Refer to [SIR Inflatable Module Deployment Outside Vehicle Warning](#) .

1. Lower the driver and passenger windows.
2. Turn the ignition switch to the OFF position and remove the ignition key.
3. Check that all air bags which will be deployed are mounted securely.
4. Remove all loose objects from the front seats.

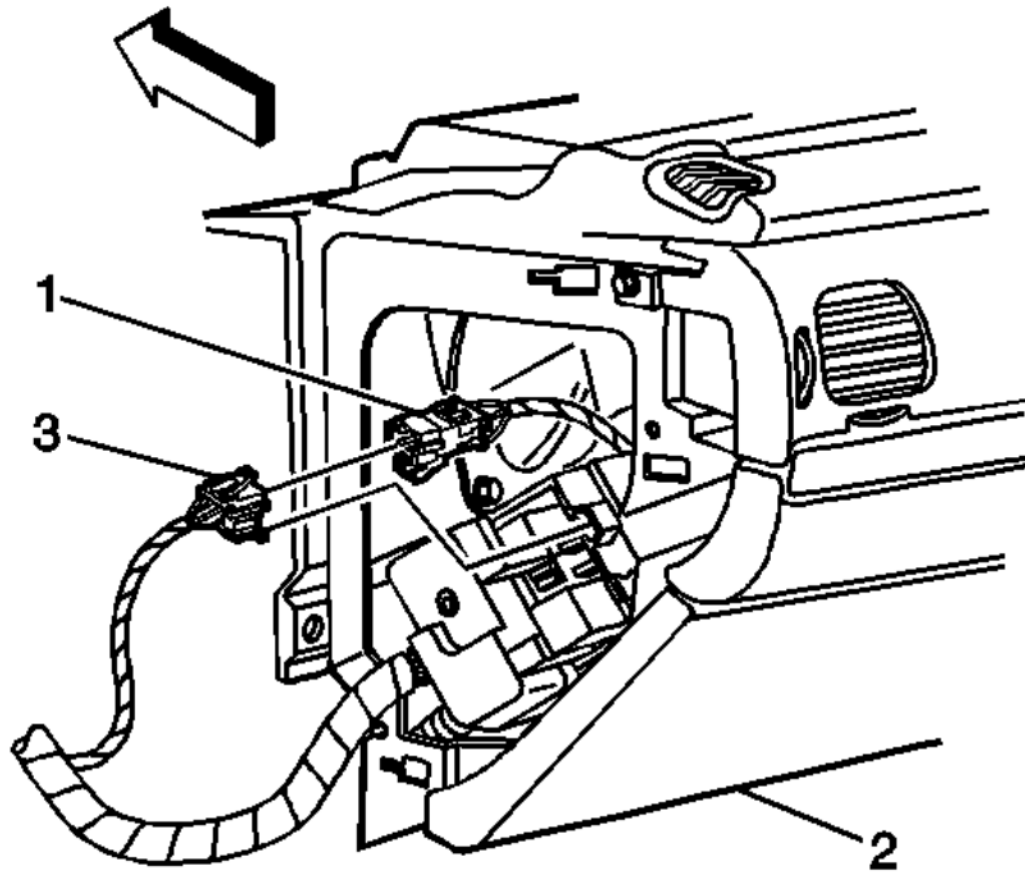


Fig. 44: I/P Module Connector To Vehicle Harness Connector (LH Side I/P)

Courtesy of GENERAL MOTORS COMPANY

WARNING: A deployed dual stage inflator module will look the same whether one or both stages were used. Always assume a deployed dual stage inflator module has an active stage 2. Improper handling or servicing can activate the inflator module and cause personal injury.

5. Disconnect the steering wheel air bag yellow connector (1) from vehicle harness yellow connector (3).

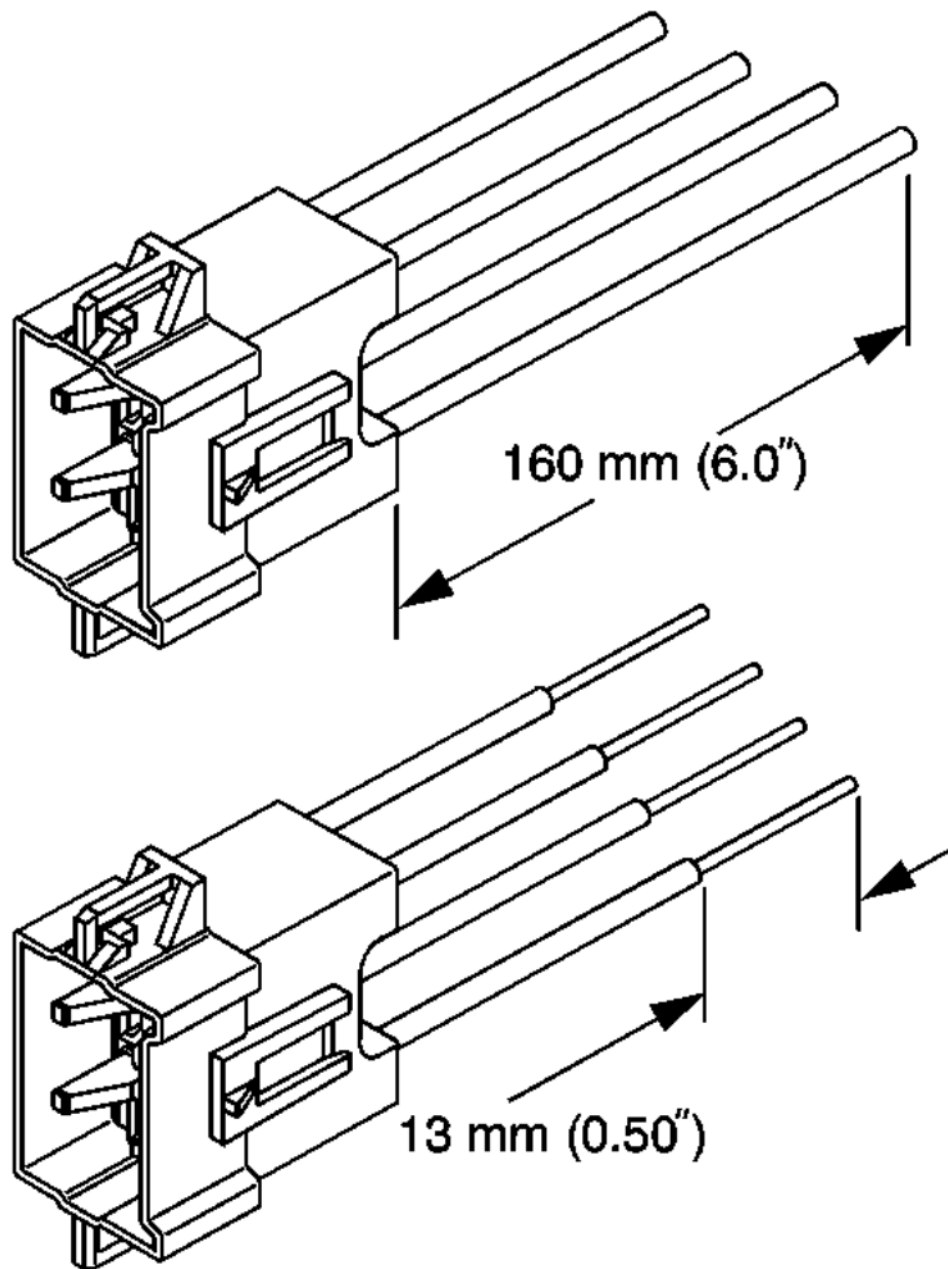


Fig. 45: Stripping SIR Wires

Courtesy of GENERAL MOTORS COMPANY

NOTE: If the vehicle is equipped with dual stage air bags the steering wheel air bag and instrument panel air bag will each have 4 wires. Refer to [**COMPONENT CONNECTOR END VIEWS - INDEX**](#) for determining high and low circuits.

6. Cut the yellow harness connector out of the vehicle, leaving at least 16 cm (6 in) of wire at the connector.
7. Strip 13 mm (0.5 in) of insulation from each of the connector wire leads.

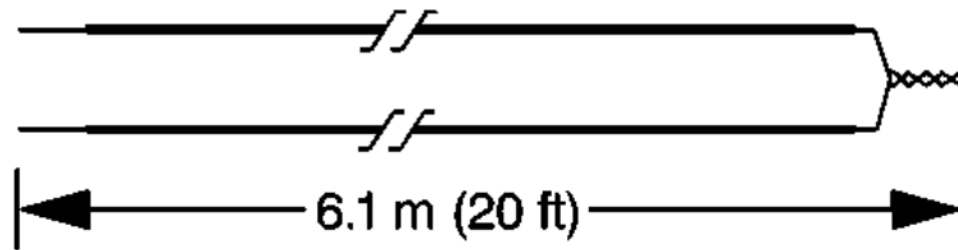


Fig. 46: Fabricating 20 Ft. Deployment Harness

Courtesy of GENERAL MOTORS COMPANY

8. Cut two 6.1 m (20 ft) deployment wires from a 0.8 mm (18 gauge) or thicker multi-strand wire. Use these wires to fabricate the driver deployment harness.
9. Strip 13 mm (0.5 in) of insulation from both ends of the wires.
10. Twist together one end from each of the wires in order to short the wires. Deployment wires shall remain shorted, and not connected to a power source until you are ready to deploy the air bag.

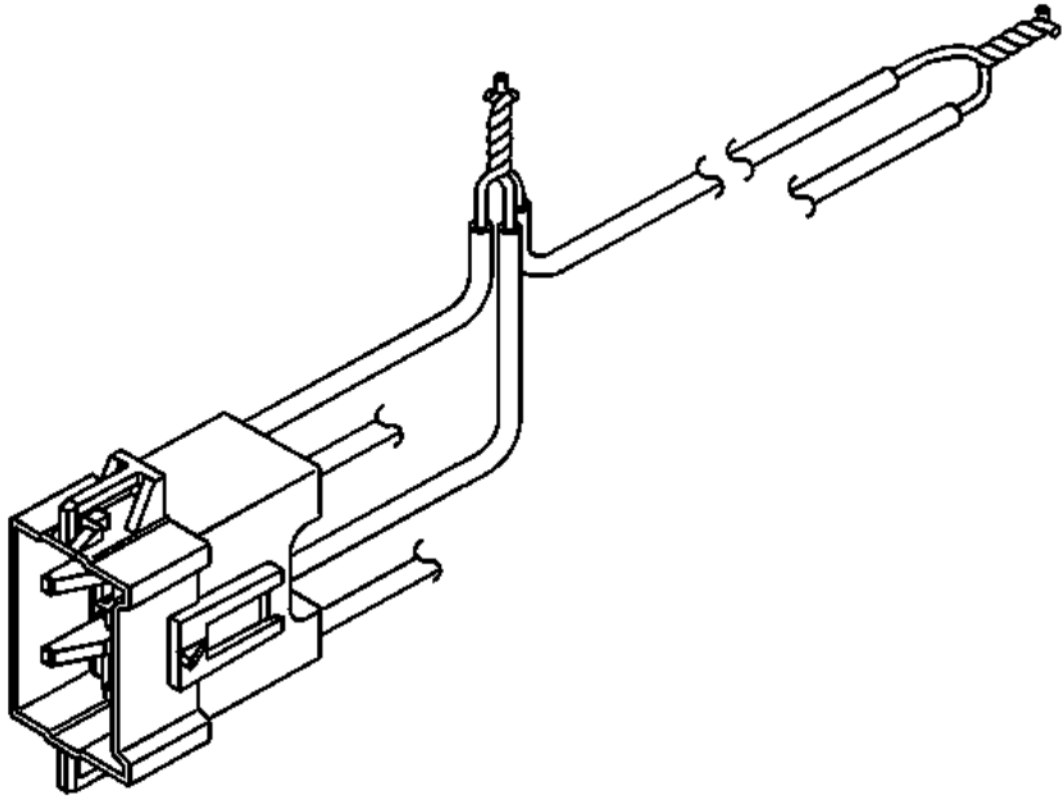


Fig. 47: Twisting Connector Wire Leads (High Circuits) To Deployment Harness Wire
Courtesy of GENERAL MOTORS COMPANY

11. Twist together the 2 connector wire leads from the high circuits from both stages of the steering wheel air bag, to one set of deployment wires. Refer to **COMPONENT CONNECTOR END VIEWS - INDEX** in order to determine the correct circuits.
12. Inspect that the 3-wire connection is secure.
13. Secure and insulate the 3-wire connection to the deployment harness using electrical tape.

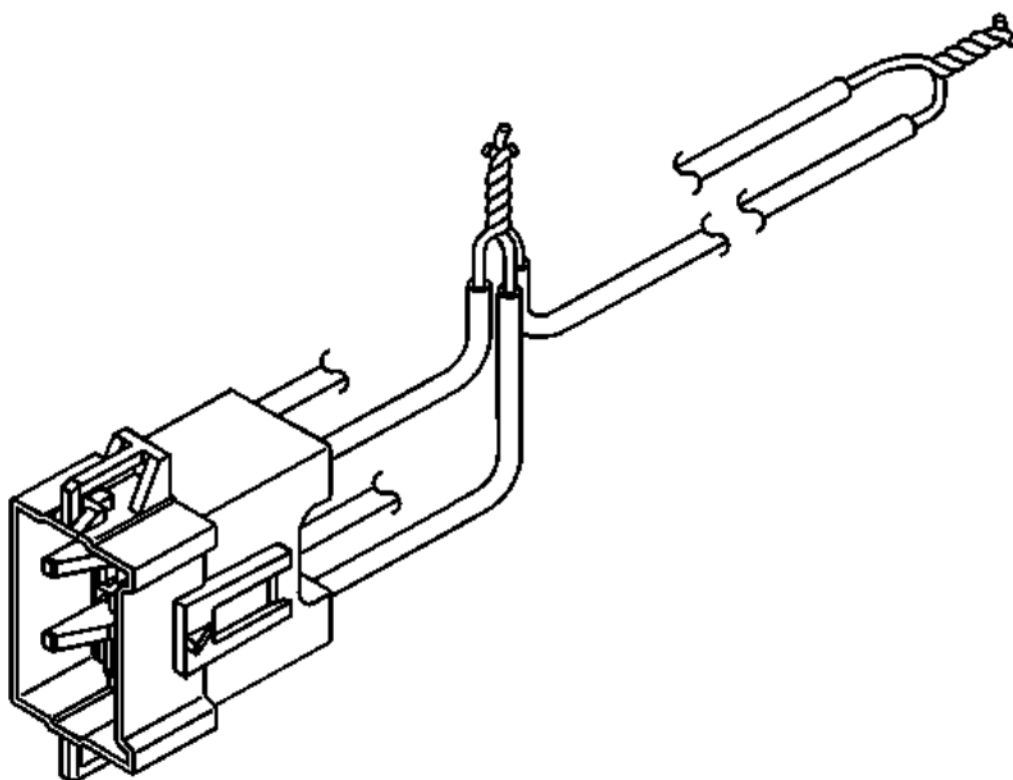


Fig. 48: Twisting Connector Wire Leads (Low Circuits) To Deployment Harness Wire
Courtesy of GENERAL MOTORS COMPANY

14. Twist together the 2 connector wire leads from the low circuits from both stages of the steering wheel air bag, to one set of deployment wires. Refer to **COMPONENT CONNECTOR END VIEWS - INDEX** in order to determine the correct circuits.
15. Inspect that the 3-wire connection is secure.
16. Secure and insulate the 3-wire connection to the deployment harness using electrical tape.
17. Connect the deployment harness to the connector on the steering wheel air bag.
18. Route the deployment harness out of the driver side of the vehicle.
19. Disconnect the yellow left roof rail harness connector from the vehicle harness connector.
20. Cut the harness connector out of the vehicle, leaving at least 16 cm (6 in) of wire at the connector.
21. Strip 13 mm (0.5 in) of insulation from each of the connector wire leads.
22. Cut two 6.1 m (20 ft) deployment wires from a 0.8 mm (18 gauge) or thicker multi-strand wire. These wires will be used to fabricate the roof rail air bag deployment harness.
23. Strip 13 mm (0.5 in) of insulation from both ends of the wires.
24. Twist together one end from each of the wires in order to short the wires.
25. Twist together one connector wire lead to one deployment wire.
26. Secure and insulate the connection using electrical tape.
27. Twist together and tape the remaining connector wire lead to the remaining deployment wire.
28. Connect the deployment harness to the yellow connector of the roof rail air bag.
29. Route the deployment harness out of the driver side of the vehicle.

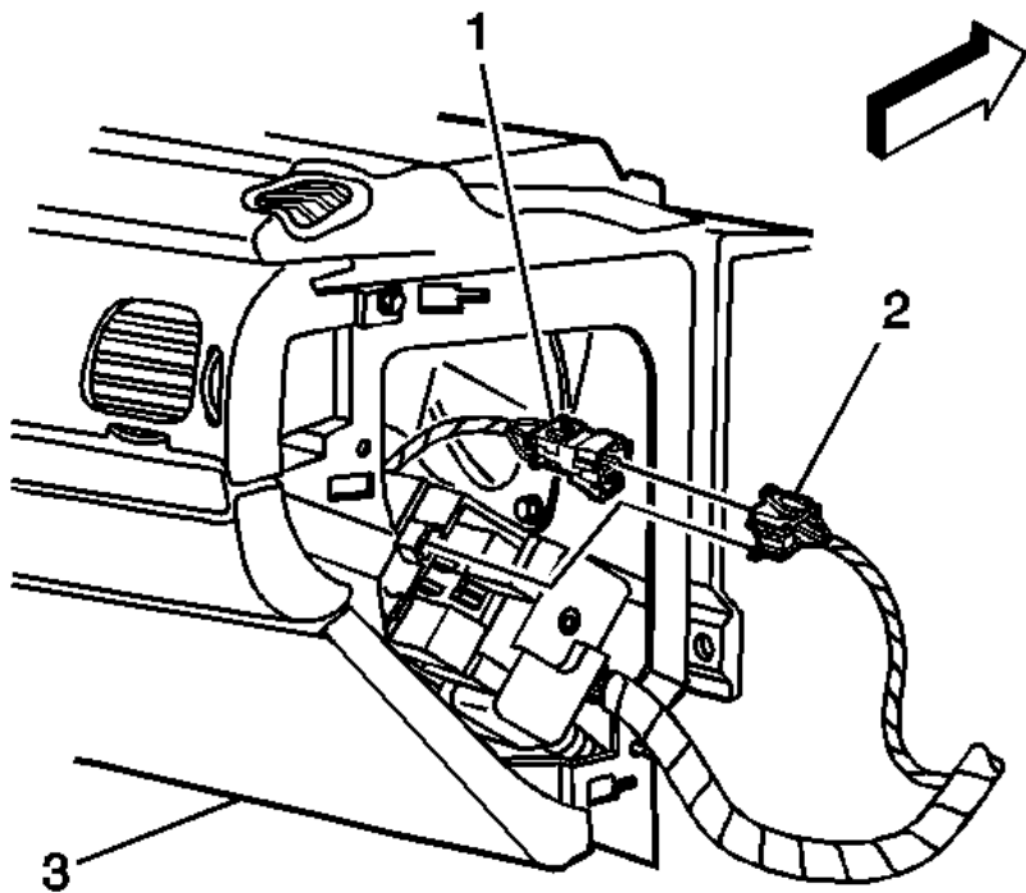


Fig. 49: I/P Module Connector To Vehicle Harness Connector
 Courtesy of GENERAL MOTORS COMPANY

30. Disconnect the instrument panel air bag yellow harness connector (1) from the vehicle harness connector (2).

NOTE: If the vehicle is equipped with dual stage air bags the steering wheel air bag and instrument panel air bag will each have 4 wires. Refer to **COMPONENT CONNECTOR END VIEWS - INDEX** for determining high and low circuits.

31. Cut the yellow harness connector out of the vehicle, leaving at least 16 cm (6 in) of wire at the connector.
32. Strip 13 mm (0.5 in) of insulation from each of the connector wire leads.
33. Cut two 6.1 m (20 ft) deployment wires from a 0.8 mm (18 gauge) or thicker multi-strand wire. These wires will be used to fabricate the passenger deployment harness.
34. Strip 13 mm (0.5 in) of insulation from both ends of the wires.
35. Twist together one end from each of the wires in order to short the wires.
36. Twist together the 2 connector wire leads from the high circuits from both stages of the instrument panel air bag to one set of deployment wires. Refer to **COMPONENT CONNECTOR END VIEWS - INDEX** in order to determine the correct circuits.
37. Inspect that the 3-wire connection is secure.
38. Secure and insulate the 3-wire connection to the deployment harness using electrical tape.
39. Twist together the 2 connector wire leads from the low circuits from both stages of the instrument panel air bag to one set of deployment wires. Refer to **COMPONENT CONNECTOR END VIEWS - INDEX** in order to determine the correct circuits.
40. Inspect that the 3-wire connection is secure.
41. Secure and insulate the 3-wire connection to the deployment harness using electrical tape.

42. Connect the deployment harness to the instrument panel air bag in-line connector.
43. Route the deployment harness out of the passenger side of the vehicle.
44. Disconnect the yellow harness connector to the right roof rail air bag from the vehicle harness connector.
45. Cut the harness connector out of the vehicle, leaving at least 16 cm (6 in) of wire at the connector.
46. Strip 13 mm (0.5 in) of insulation from each of the connector wire leads.
47. Cut two 6.1 m (20 ft) deployment wires from a 0.8 mm (18 gauge) or thicker multi-strand wire. These wires will be used to fabricate the roof rail air bag deployment harness.
48. Strip 13 mm (0.5 in) of insulation from both ends of the wires.
49. Twist together one end from each of the wires in order to short the wires.
50. Twist together one connector wire lead to one deployment wire.
51. Secure and insulate the connection using electrical tape.
52. Twist together and tape the remaining connector wire lead to the remaining deployment wire.
53. Connect the deployment harness to the roof rail air bag yellow connector.
54. Route the deployment harness out of the passenger side of the vehicle.
55. Completely cover the windshield and the front door window openings with a drop cloth.
56. Stretch to the full length all of the deployment harness wires on the right side of the vehicle.
57. Deploy each deployment loop one at a time.
58. Place a power source, 12 V minimum/2A minimum, such as a vehicle battery, near the shorted end of the harnesses.
59. Separate one set of wires and touch the wire ends to the power source in order to deploy the selected air bag.
60. Disconnect the deployment harness from the power source and twist the wire ends together.
61. Continue the same process with the remaining deployment harnesses.
62. Disconnect all harnesses from the vehicle.
63. Discard the harnesses.
64. Scrap the vehicle in the same manner as a non-SIR equipped vehicle.
65. If one or all of the air bags did not deploy, remove the undeployed air bags from the vehicle.

PRETENSIONER HANDLING AND SCRAPPING

Scrapping Procedure

During the course of a vehicles useful life, certain situations may arise which will necessitate the disposal of a live (undeployed) pretensioner. The following information covers the proper procedures for the disposing of a live (undeployed) pretensioner. Deploy the pretensioner before disposal. Do not dispose of a live (undeployed) pretensioner through normal disposal channels until the pretensioner has been deployed. The following information covers the proper procedures for the disposing of a live (undeployed) pretensioner.

- After replacement of a pretensioner under warranty. The pretensioner may need to be returned undeployed to the original manufacturer of pretensioner.
- If the vehicle is the subject of a Product Liability report related to the SIR system and is subject to a Preliminary Investigation (GM-1241). Do not alter the SIR system in any manner.
- If the vehicle is involved in a campaign affecting the pretensioners. Follow the instructions in the Campaign Service Bulletin for proper SIR handling procedures.

Deployment Procedures

NOTE: Some countries, states or localities may not allow service deployment of air bags without special permission or training. Local laws regarding deploying and scrapping of air bags/devices with pyrotechnics must be followed.

The pretensioner can be deployed inside or outside of the vehicle. The method used depends upon the final disposition of the vehicle. Review the following procedures in order to determine which will work best in a given situation.

Deployment Inside the Vehicle

Refer to **Inflatable Restraint Module Handling and Scrapping** for deploying the pretensioner inside vehicle under Vehicle Scrapping Procedure.

Deployment Outside Vehicle for Seat Belt Pretensioners

Deploy the seat belt pretensioners outside of the vehicle when the vehicle will be returned to service. Situations that require deployment outside of the vehicle include the following:

- Using the SIR diagnostics, you determine that the seat belt pretensioner is malfunctioning.
- The pretensioner pigtail (if equipped) is damaged.
- The pretensioner connector is damaged.
- The pretensioner connector terminal is damaged.

Deployment and disposal of a malfunctioning seat belt pretensioner is subject to any required retention period.

WARNING: In order to prevent accidental deployment of the pretensioner which could cause personal injury, do not dispose of an undeployed pretensioner as normal shop waste. The undeployed pretensioner contains substances that could cause severe illness or personal injury if the sealed container is damaged during disposal. Use the following deployment procedures to safely dispose of an undeployed pretensioner. Failure to dispose of a pretensioner as instructed may be a violation of federal, state, or local laws.

WARNING: When you are deploying a pretensioner for disposal, perform the deployment procedures in the order listed. Failure to follow the procedures in the order listed may result in personal injury.

Special Tools

- **EL-39401-B** SIR Deployment Fixture
- **EL-38826** SIR Deployment Harness

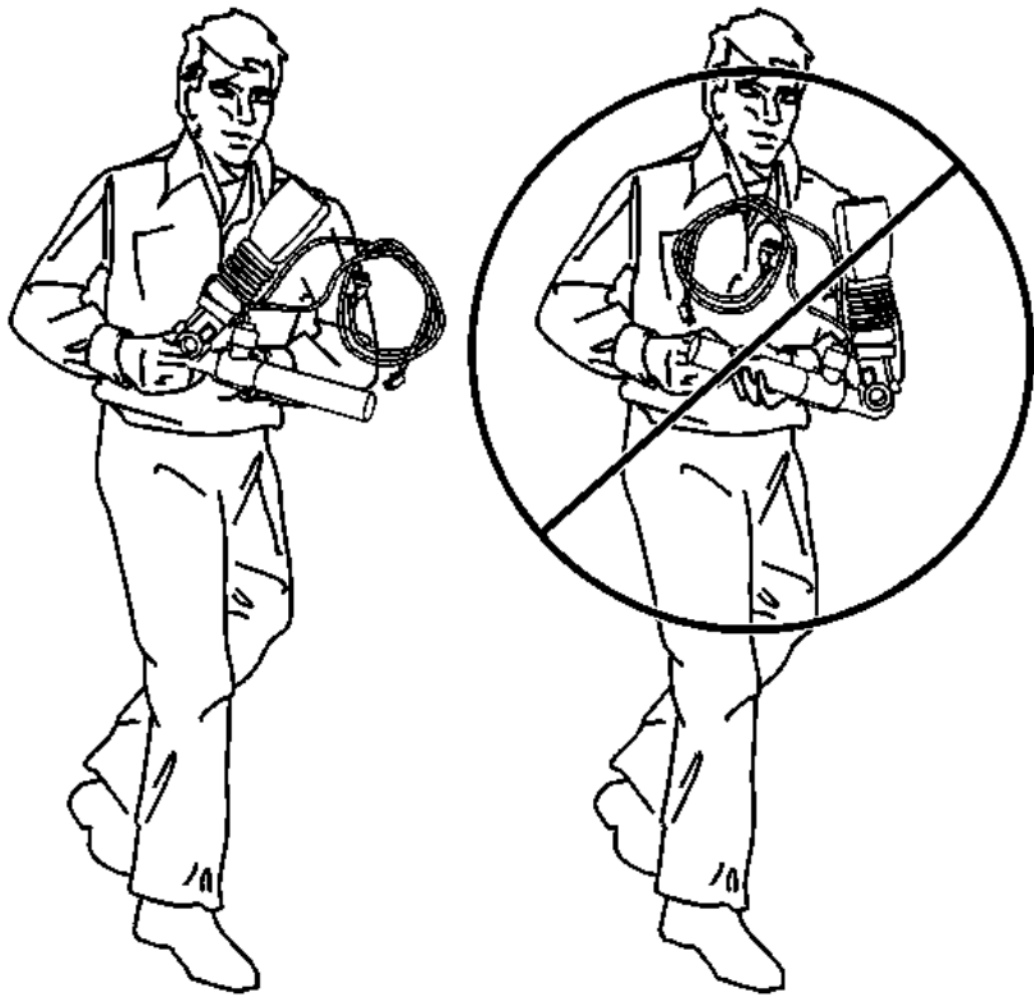


Fig. 50: Proper Pretensioner Carrying
Courtesy of GENERAL MOTORS COMPANY

1. Turn the ignition switch to the OFF position.
2. Remove the ignition key.
3. Put on safety glasses.
4. Remove the seat belt pretensioner from the vehicle.
5. When carrying a pretensioner to the deployment area keep the open end of pretensioner pointed away from the body.

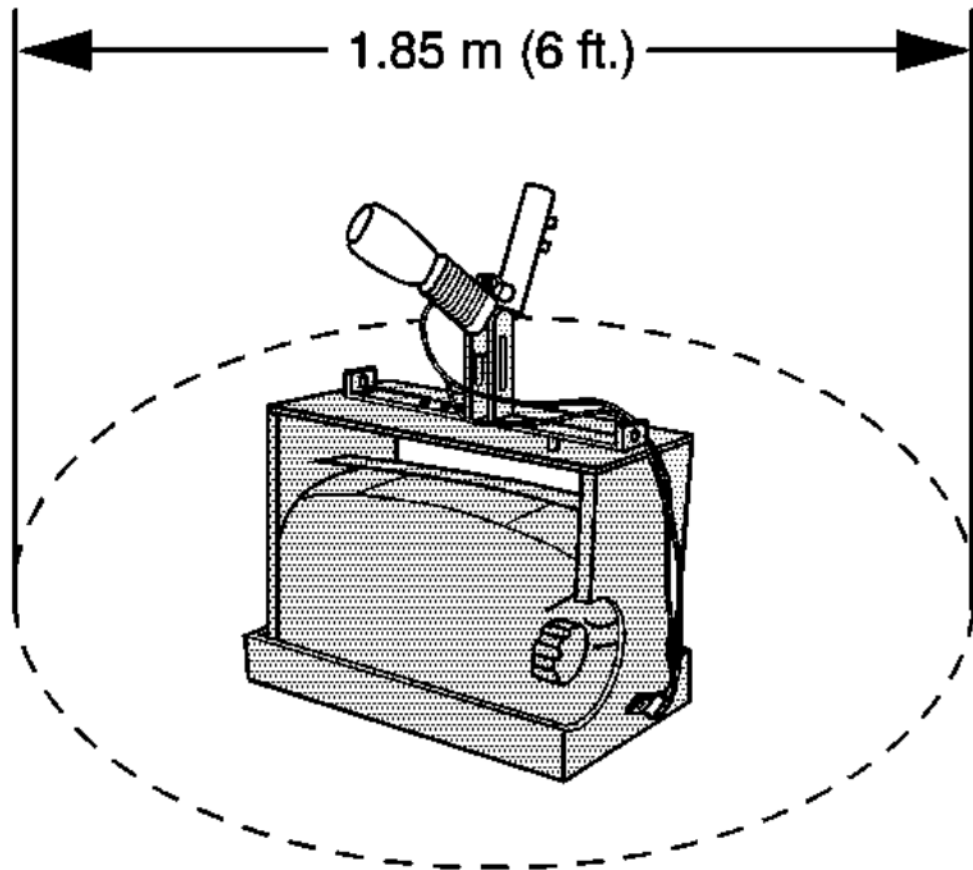


Fig. 51: Pretensioner Deployment Area

Courtesy of GENERAL MOTORS COMPANY

6. Clear a space on the ground about 1.85 M (6 ft) in diameter for deployment of the pretensioner. If possible, use a paved, outdoor location free of activity. Otherwise, use a space free of activity on the shop floor. Make sure you have sufficient ventilation.
7. Make sure no loose or flammable objects are in the area.
8. Place the **EL-39401-B** SIR deployment fixture in the center of the cleared area.
9. Fill the fixture plastic reservoir with water or sand.

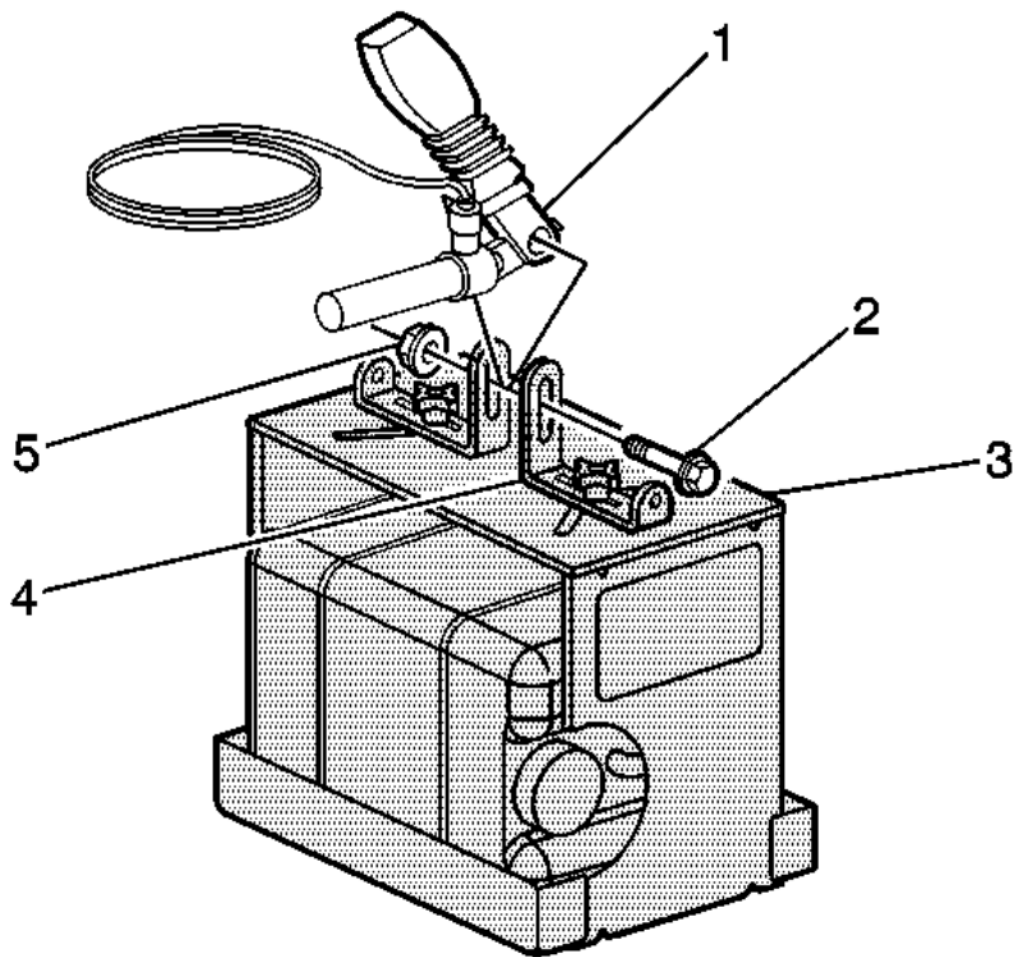


Fig. 52: Mounting Pretensioner In SIR Deployment Fixture

Courtesy of GENERAL MOTORS COMPANY

10. Mount the pretensioner (1) in the SIR deployment fixture (3) with the open end facing up using the following mounting method.
 1. Adjust and secure the EL-39401-B arms (4) to the deployment fixture (3).
 2. To mount, use the proper size bolt (2) and nut (5) with washers in order to secure the pretensioner (1) to the deployment fixture brackets (4).
 3. Securely tighten all fasteners prior to deployment.

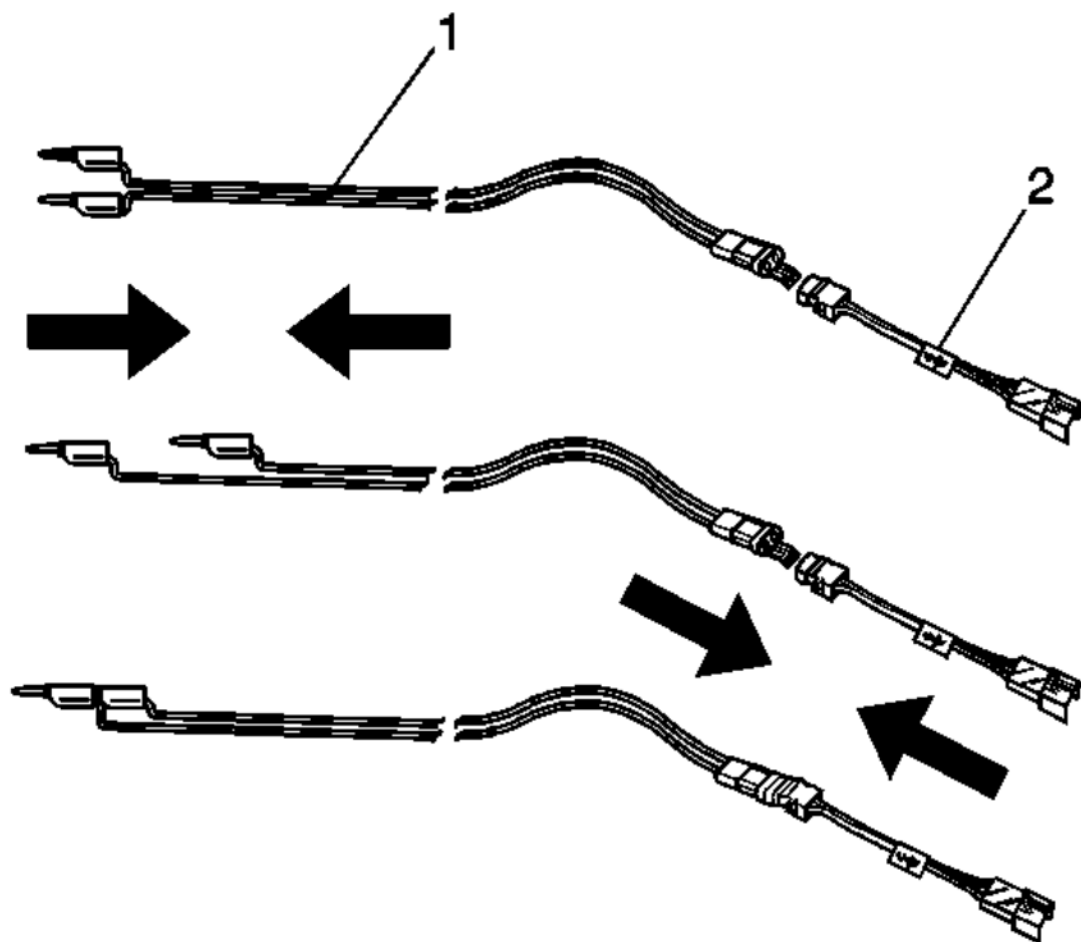


Fig. 53: SIR Deployment Harness & Adapter
Courtesy of GENERAL MOTORS COMPANY

11. Inspect the **EL-38826** SIR deployment harness and the appropriate pigtail adapter for damage. Replace as needed.
12. Short the 2 SIR deployment harness (1) leads together using one banana plug seated into the other.
13. Connect the appropriate pigtail adapter (2) to the SIR deployment harness (1).

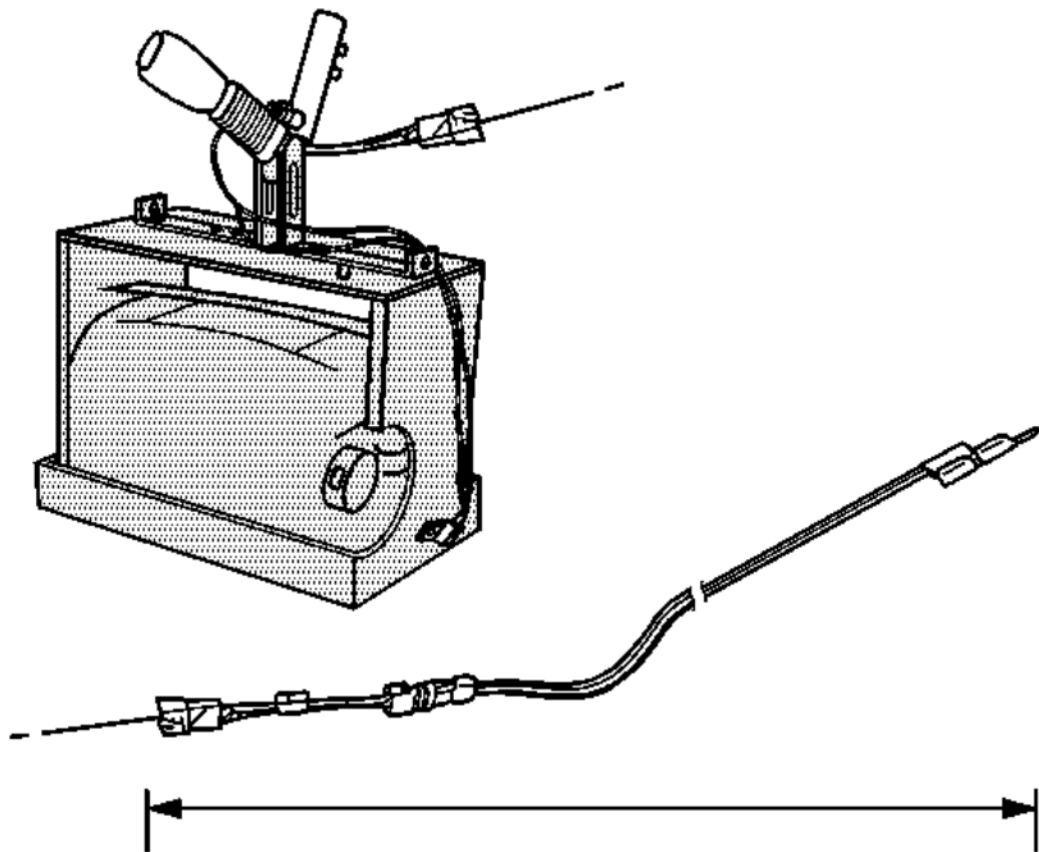


Fig. 54: Extending SIR Deployment Harness & Adapter
Courtesy of GENERAL MOTORS COMPANY

14. Extend the SIR deployment harness and adapter to full length from the deployment fixture.

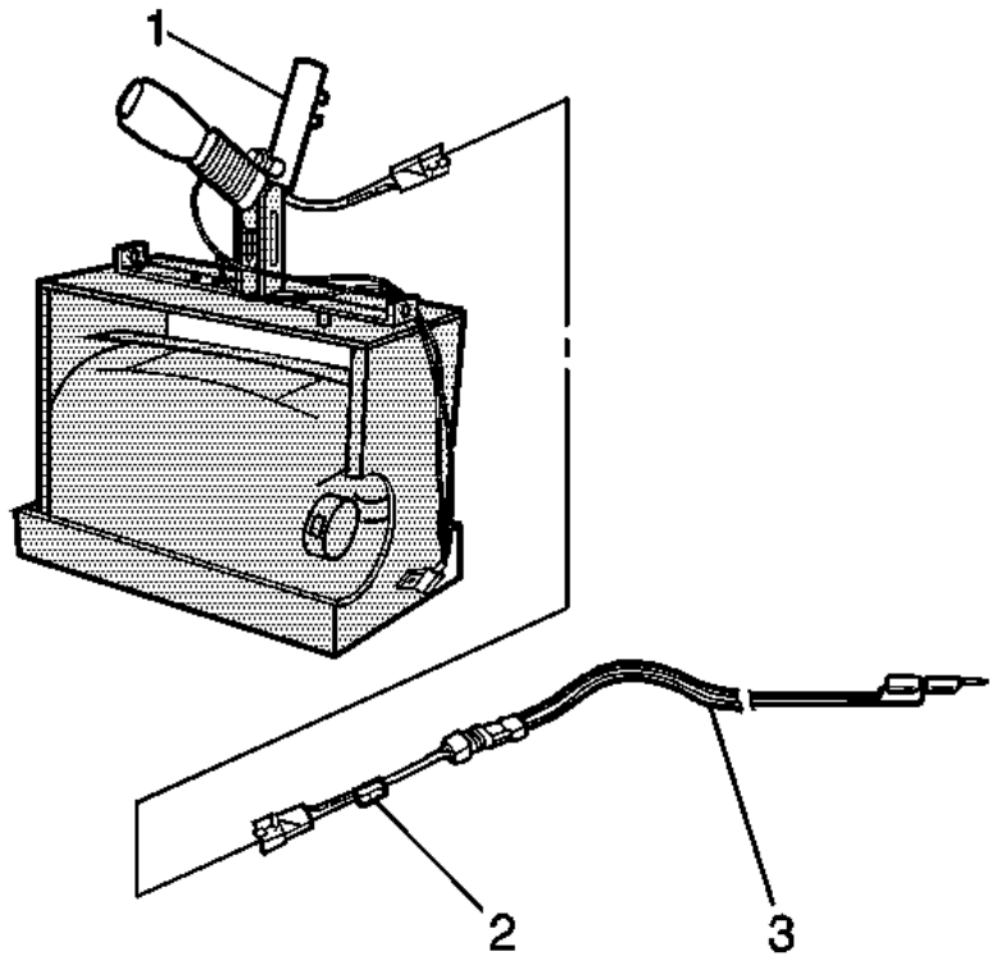


Fig. 55: Connecting Pretensioner To Adapter
Courtesy of GENERAL MOTORS COMPANY

15. Connect the pretensioner (1) to the adapter (2) on the deployment harness (3).

NOTE: The rapid gas expansion involved with deploying a pretensioner is very loud. Notify all the people in the immediate area that you intend to deploy the seat belt pretensioner.

16. Clear the area of people.

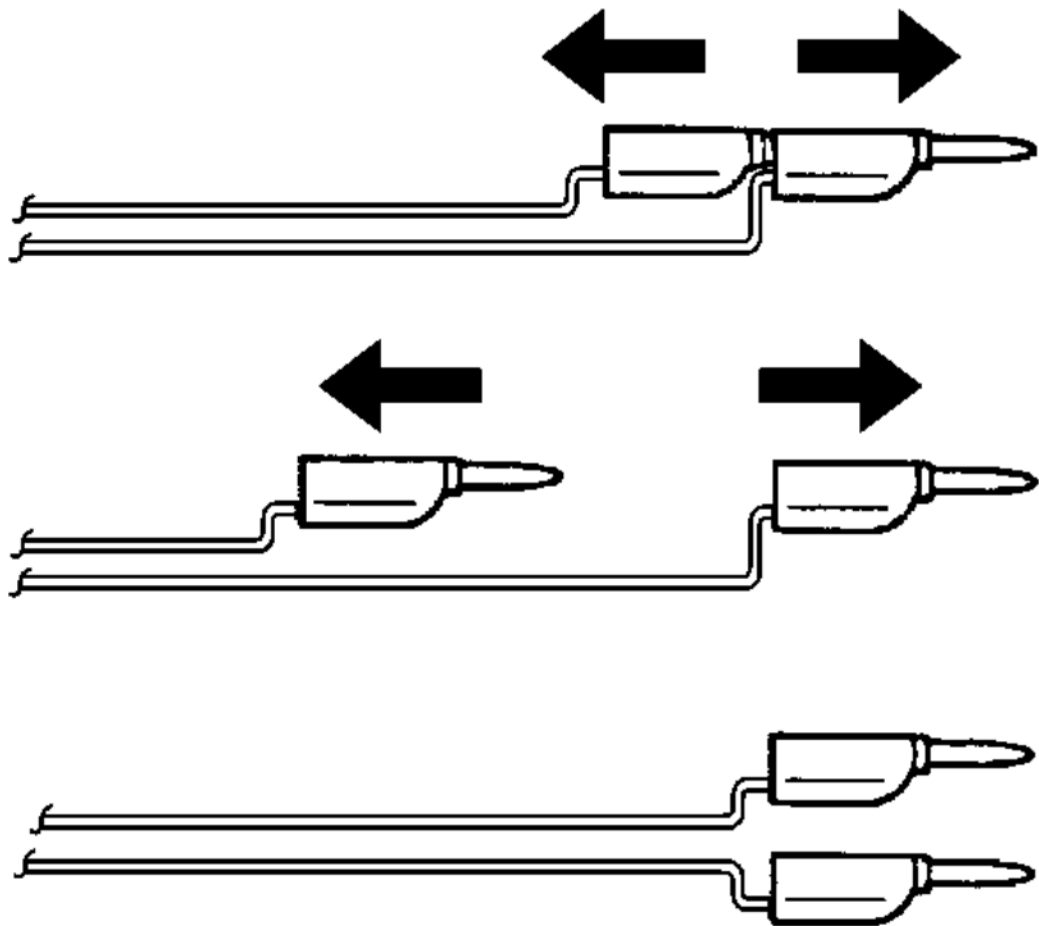


Fig. 56: Separating Banana Plugs

Courtesy of GENERAL MOTORS COMPANY

WARNING: When you are deploying a pretensioner for disposal, perform the deployment procedures in the order listed. Failure to follow the procedures in the order listed may result in personal injury.

17. Separate the 2 banana plugs on the SIR deployment harness.

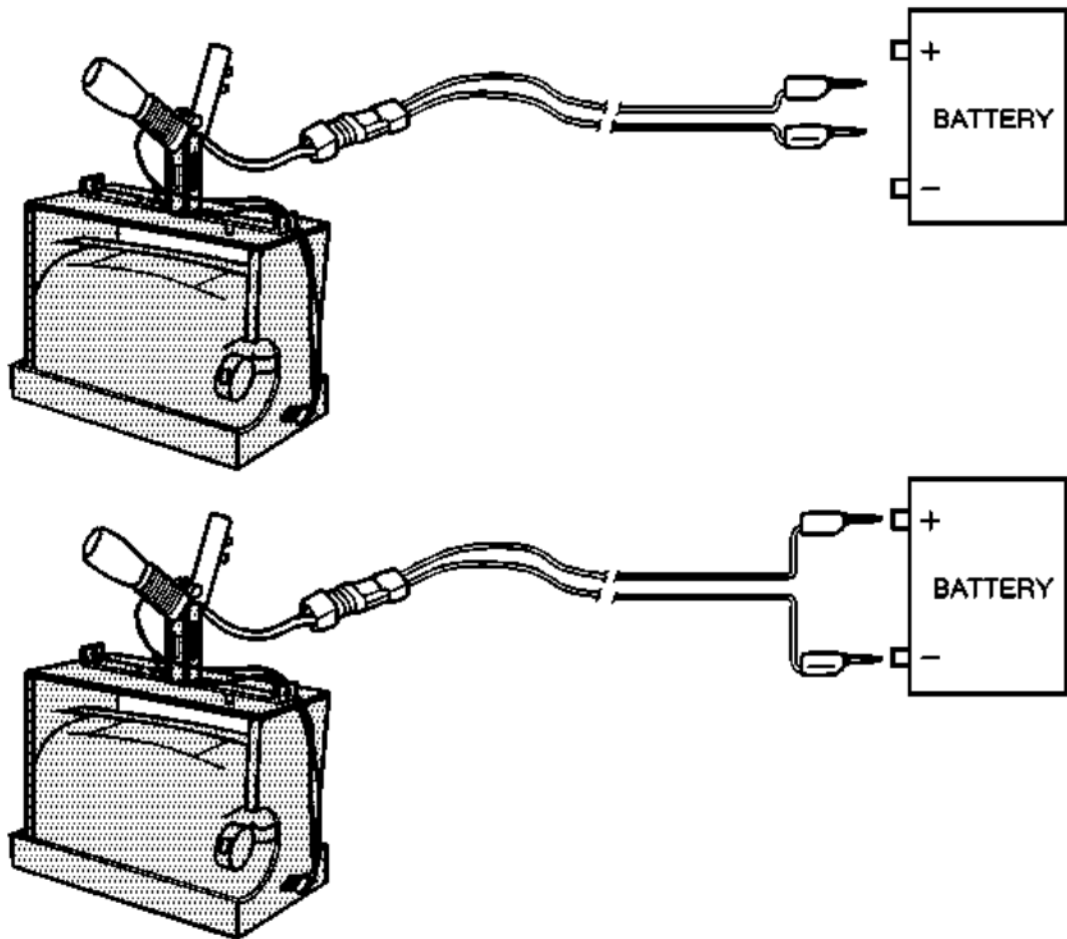


Fig. 57: Deploying Pretensioner

Courtesy of GENERAL MOTORS COMPANY

NOTE: When the seat belt pretensioner deploys, the deployment fixture may jump about 30 cm (1 ft) vertically. This is a normal reaction of the seat belt pretensioner due to the force of the rapid expansion of gas inside the pretensioner.

18. Place a 12 V minimum/2 A minimum power source (i.e., vehicle battery) near the shorted end of the harness.
19. Connect the SIR deployment harness wires to the power source. Pretensioner deployment will occur when contact is made.
20. Disconnect the SIR deployment harness from the power source after the pretensioner deploys.

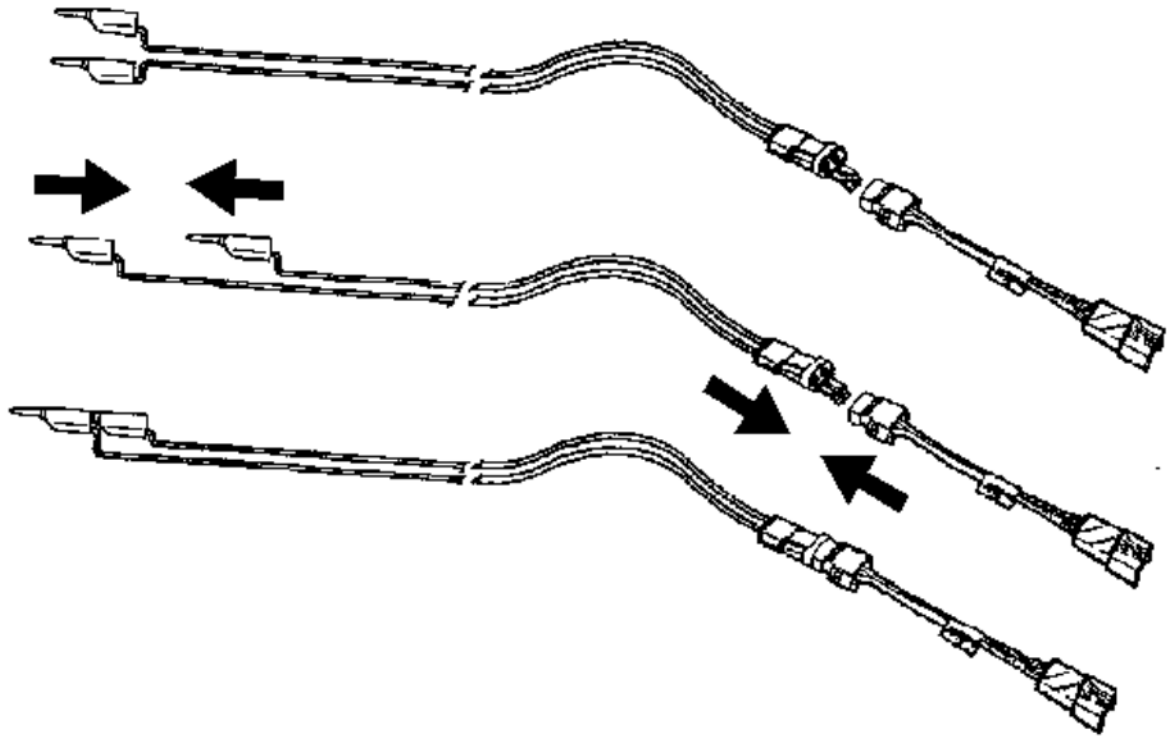


Fig. 58: Deployment Harness Leads

Courtesy of GENERAL MOTORS COMPANY

21. Seat one banana plug into the other in order to short the deployment harness leads.
22. If the pretensioner did not deploy, disconnect the adapter and discontinue the procedure. Contact the Technical Assistance Group. Otherwise, proceed to the following steps.
23. Put on a pair of shop gloves.
24. Disconnect the pigtail adapter from the pretensioner as soon as possible.
25. Inspect the pigtail adapter and the SIR deployment harness. Replace as needed.
26. Dispose of the deployed pretensioner through normal refuse channels.
27. Wash hands with a mild soap.

DESCRIPTION AND OPERATION

SUPPLEMENTAL INFLATABLE RESTRAINT SYSTEM DESCRIPTION AND OPERATION

SIR System Overview

The supplemental inflatable restraint (SIR) system supplements the protection offered by the seat belts. The SIR system contains an inflatable restraint sensing and diagnostic module (SDM), air bags, seat belt pretensioners (anchor and retractor), and impact sensors. The SDM determines the severity of a collision with the assistance of impact sensors located at strategic points on the vehicle. When the SDM detects a collision, the SDM will process the information provided by the sensors to further support air bag or pretensioner deployment. The SDM will deploy the air bags and pretensioners if it detects a collision of sufficient force. If the force of the impact is not sufficient to warrant air bag deployment, the SDM may still deploy the seat belt pretensioners. The SDM contains a sensing device that converts vehicle velocity

changes to an electrical signal. The SDM compares these signals to values stored in memory. If the signals exceed a stored value, the SDM will determine the severity of the impact and either cause current to flow through the frontal deployment loops deploying the frontal air bags and pretensioners, or it will deploy the pretensioners only. The SDM continuously monitors the deployment loops for malfunctions and illuminates the SIR system AIR BAG indicator if a fault is detected. The SDM performs continuous diagnostic monitoring of the SIR system electrical components. Upon detection of a circuit malfunction, the SDM will set a DTC and inform the driver by illuminating the SIR system AIR BAG indicator. The steering column and knee bolsters are designed to absorb energy and compress during frontal collisions in order to limit leg movement and decrease the chance of injury to the driver and passenger.

SIR System AIR BAG Indicator

The SIR system AIR BAG indicator, located in the instrument cluster, is used to notify the driver of SIR system malfunctions and to verify that the inflatable restraint sensing and diagnostic module (SDM) is communicating with the instrument cluster. When the ignition is turned ON, the SDM is supplied with ignition positive voltage. The instrument cluster will momentarily turn on the SIR system AIR BAG indicator. While the indicator is on, the SDM conducts tests on all SIR system components and circuits. If no malfunctions are detected the SDM will communicate with the instrument cluster through the serial data circuit and command the SIR system AIR BAG indicator OFF. The SDM provides continuous monitoring of the air bag circuits by conducting a sequence of checks. If a malfunction is detected the SDM will store a diagnostic trouble code (DTC) and command the instrument cluster to illuminate the SIR system AIR BAG indicator via serial data. The presence of a SIR system malfunction could result in non-deployment of the air bags or deployment in conditions less severe than intended. The SIR system AIR BAG indicator will remain ON until the malfunction has been repaired.

Inflatable Restraint Sensing and Diagnostic Module (SDM)

The inflatable restraint sensing and diagnostic module (SDM) is a microprocessor and the control center for the supplemental inflatable restraint (SIR) system. The SDM contains internal sensors along with external impact sensors, mounted at strategic locations on the vehicle. In the event of a collision, the SDM compares the signals from the internal and external impact sensors to a value stored in memory. When the generated signals exceed the stored value, the SDM will cause current to flow through the appropriate deployment loops to deploy the air bags. The SDM records the SIR system status when a deployment occurs and illuminates the SIR system AIR BAG indicator located in the instrument cluster. The SDM performs continuous diagnostic monitoring of the SIR system electrical components and circuitry when the ignition is turned ON. If the SDM detects a malfunction, a DTC will be stored and the SDM will request the instrument cluster to illuminate the SIR system AIR BAG indicator, notifying the driver that a malfunction exists. In the event that ignition positive voltage is lost during a collision, the SDM maintains a 23-volt loop reserve for deployment of the air bags. It is important when disabling the SIR system for servicing or rescue operations to allow the 23-volt loop reserve to dissipate, which could take up to 1 minute.

Air Bags

This vehicle contains 10 air bags. The 10 air bags are located in the steering wheel (dual inflators), instrument panel (passenger side) (dual inflators), driver side (B-pillar), passenger side (B-pillar), driver side (C-pillar), passenger side (C-pillar), driver side knee, passenger side knee, left roof rail, and right roof rail. To view the locations of the air bags refer to [Master Electrical Component List](#). Air bags contain a housing, inflatable air bag, two initiating devices (if dual air bags), canister of gas generating material and, in some cases, stored compressed gas. The deployment loops supply current to deploy the air bags. The driver steering wheel and passenger instrument panel air bags have two stages of deployment, which varies the amount of restraint to the occupant according to the collision severity. For moderate frontal collisions the air bags deploy at less than full deployment which consists of stage 1 of the air bag. For more severe frontal collisions a full deployment is initiated which consists of stage 1 and stage 2 of the air bag. The current passing through the air bags ignites the material in the canister producing a rapid generation of gas and in some cases, the release of compressed gas. The gas produced from this reaction rapidly inflates the air bag. Once the air bag is inflated it quickly deflates through the air bag vent holes and/or the bag fabric. A shorting bar (if equipped) is located in the connector.

Seat Belt Pretensioners (Anchor and Retractor)

The seat belt pretensioners (driver and passenger) consist of a housing, seat belt retractor (located in the B-pillar), seat belt anchor (located on the floor), seat belt webbing, an initiator, and a canister of gas

generating materials. To view the locations of the seat belt pretensioners refer to [Master Electrical Component List](#) . The initiator is part of the seat belt pretensioner deployment loop. When the vehicle is involved in a collision of sufficient force, the SDM causes current to flow through the seat belt deployment loops to the initiator. Current passing through the initiator ignites the material in the canister producing a rapid generation of gas. The gas produced from this reaction deploys the seat belt pretensioners which removes all of the slack in the seat belts. Depending on the severity of the collision, the seat belt pretensioners may deploy without the frontal air bags deploying, or they will deploy immediately before the frontal air bags deploy. A shorting bar (if equipped) is located in the connector.

Impact Sensors

There are multiple impact sensors which may be located in the front of the vehicle, in the front doors or on the B-pillar, and on the C-pillar depending on the vehicle configuration. To view the locations of the impact sensors refer to [Master Electrical Component List](#) . The front of vehicle, B-pillar, and C-pillar impact sensors contain a sensing device which monitors vehicle acceleration to detect collisions that are severe enough to warrant air bag deployment. The front door impact sensors contain a sensing device which monitors the door cavity air pressure change to detect side collisions that are severe enough to warrant air bag deployment. It is important when working on components in the door to make sure any items which have a sealing impact on the door (water deflector, exterior door handle, speaker, door harness grommet, or sealing strip) are securely fastened when reinstalled. The impact sensors are not part of the deployment loop, but instead provide input to the Inflatable Restraint Sensing and Diagnostic Module (SDM). The Inflatable Restraint Sensing and Diagnostic Module contains a microprocessor that performs calculations using the measured inputs from acceleration and pressure sensors. When the generated calculations exceed the stored value, the Inflatable Restraint Sensing and Diagnostic Module will cause current to flow through the deployment loops deploying the appropriate air bags.

Passenger Presence Detection System and Passenger Air Bag Indicator

NOTE: The passenger presence system (PPS) is a calibrated unit. When replacing the assembly all parts in the service kit must remain together. Do not mix any of the old parts with the new parts. After repairing or replacing the PPS, the Preload test must be performed in order to function properly.

The passenger presence system (PPS) is used to monitor the type of occupant that is sitting in the front passenger seat and communicate the status to the inflatable restraint sensing and diagnostic module (SDM). The SDM then uses this information to determine whether to enable or suppress the deployment of the passenger instrument panel air bag. PPS consists of an electronic control module, a sensor mat in the seat, a harness, and PASSENGER AIR BAG ON/OFF indicators. PPS transmits and receives a low-level electric field. The measured capacitance value of this field is used to determine the type of occupant sitting in the front passenger seat. If the measured capacitance is less than a calibrated value, then the passenger presence module will send a serial data signal to the SDM to disable the passenger instrument panel air bag. If the measured capacitance is greater than a calibrated value, then the passenger presence module will send a serial data signal to the SDM to enable the passenger instrument panel air bag. The SDM will notify the customer of the enable/disable status by illuminating one of the PASSENGER AIR BAG ON/OFF indicator. The PPS monitors itself for faults and will displays diagnostic trouble codes (DTCs) on the scan tool. When a fault is detected, the passenger presence module sends out a message to the SDM. The SDM responds by sending a command message to the IPC to illuminate the SIR system AIR BAG indicator.

Seat Belt Indicators

The seat belt indicators are controlled through the inflatable restraint sensing and diagnostic module (SDM). For further information on seat belt indicators refer to [Seat Belt System Description and Operation](#) .

SPECIAL TOOLS AND EQUIPMENT

SPECIAL TOOLS

Illustration	Tool Number/ Description

Illustration	Tool Number/ Description
	EL 38826 J 38826 KM 799-3 SIR Deployment Harness
	EL 39401-B J 39401-B SIR Deployment Fixture

