

2018 RESTRAINTS

Supplemental Restraints - Equinox & Terrain

SPECIFICATIONS

FASTENER SPECIFICATIONS

Reusable Threaded Fastener Tightening Specifications

NOTE:

All fasteners listed in this table can be reused after removal.

Application	Specification
	Metric (English)
Airbag Front End Discriminating Sensor Fastener	7.5 N.m (66 lb in)
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 Plate Tensioner Bolt	6 N.m (53 lb in)
Front Seat Belt Retractor Bolt - Lower	45 N.m (33 lb ft)
Front Seat Belt Retractor Bolt - Upper	9 N.m (80 lb in)
Front Seat Belt Retractor D Ring Bolt	45 N.m (33 lb ft)
Front Seat Belt Tensioner Bolt	45 N.m (33 lb ft)
Front Seat Outboard Seat Back Airbag Nut	3.5 N.m (31 lb in)

SCHEMATIC WIRING DIAGRAMS

SIR WIRING SCHEMATICS

Power, Ground, Passenger Presence (AL0), Serial Data, and Indicators

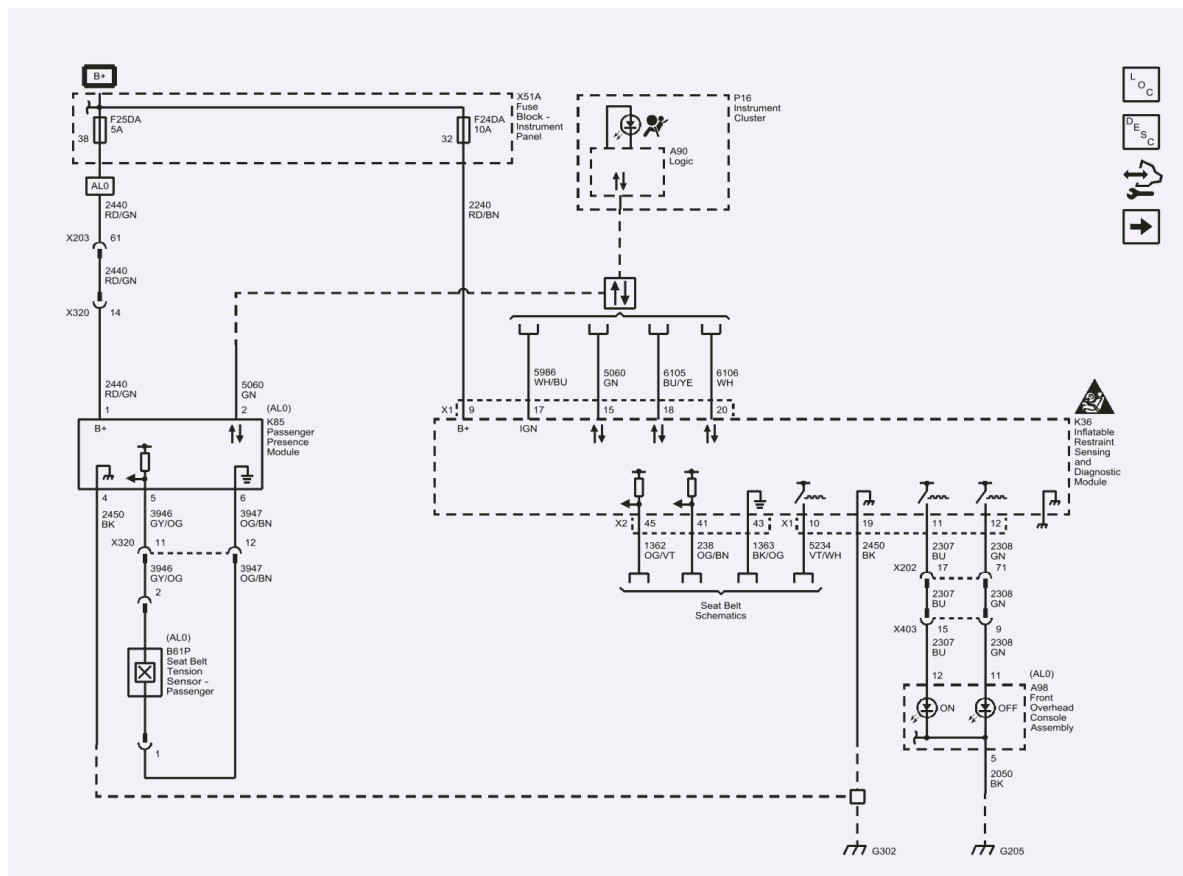


Fig. 1: Power, Ground, Passenger Presence (AL0), Serial Data, and Indicators
Courtesy of GENERAL MOTORS COMPANY

Front Air Bags

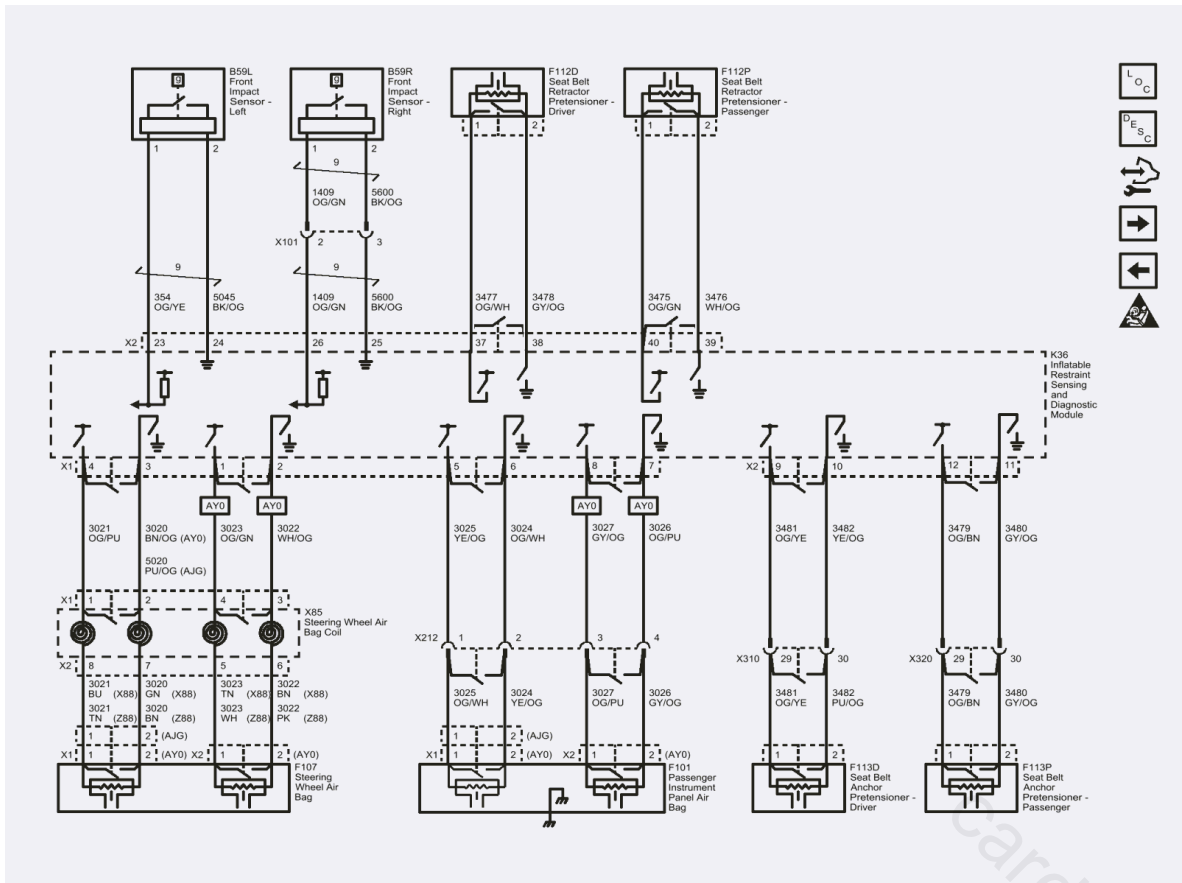


Fig. 2: Front Air Bags
Courtesy of GENERAL MOTORS COMPANY

Seat Side, and Roof Rail Air Bags

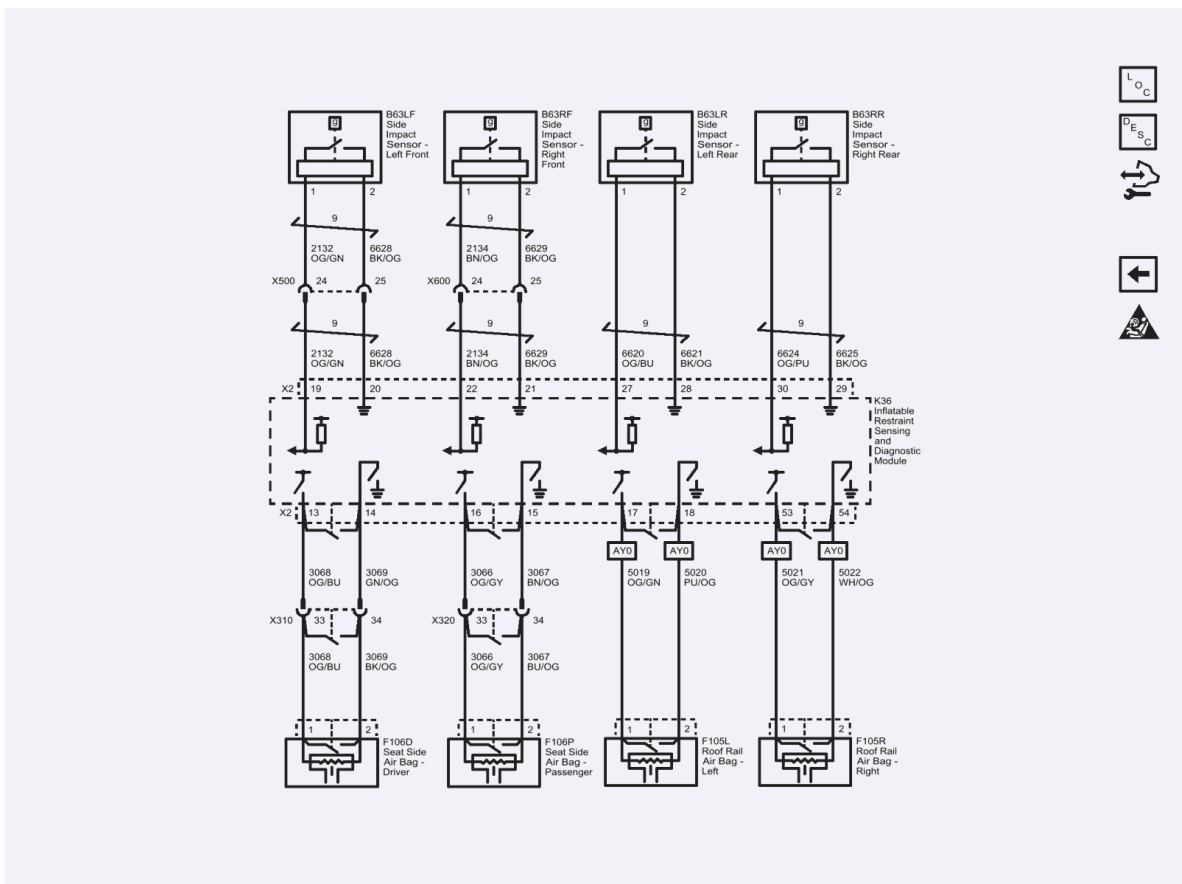


Fig. 3: Seat Side, and Roof Rail Air Bags
Courtesy of GENERAL MOTORS COMPANY

DIAGNOSTIC INFORMATION AND PROCEDURES

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

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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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

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

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 Wiring 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

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.

- **Go to next step: 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.

- **Go to next step: 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
- **Go to next step: 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.

- **Go to next step: 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.

• **Go to next step: 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.

• **Go to next step: 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.

• **Go to next step: 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.

• **Go to next step: If DTC B0012 or B0013 is not set**

12. All OK.

Repair Instructions

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

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

DTC B0014, B0021, B0031 OR B0038: DRIVER/PASSENGER 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.
- Refer to [Diagnostic Procedure Instructions](#) to provide an overview of each diagnostic category.

DTC Descriptors

DTC B0014

Driver Seat Side Air Bag Deployment Loop

DTC B0021

Passenger Seat Side Air Bag 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
Left Side Air Bag High Control	B0014 02, B0014 0E	B0014 0D	B0014 04, B0014 0D	B0014 01	-
Left Side Air Bag Low Control	B0014 02, B0014 0E	B0014 0D	B0014 04, B0014 0D	B0014 01	-
Right Side Air Bag High Control	B0021 02, B0021 0E	B0021 0D	B0021 04, B0021 0D	B0021 01	-
Right Side Air Bag Low Control	B0021 02, B0021 0E	B0021 0D	B0021 04, B0021 0D	B0021 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 two 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

B0014 01, B0021 01

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

B0014 02, B0021 02

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

B0014 04, B0021 04

The air bag control circuit is open for 2 s

B0014 0D, B0021 0D

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

B0014 0E, B0021 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:

- F106D Seat Side Air Bag - Driver
- F106P Seat Side Air Bag - Passenger
- Inline harness connectors
- Harness side of the K36 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 Wiring 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

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.

- **F106D Seat Side Air Bag - Driver**
- **F106P Seat Side Air Bag - Passenger**
- **K36 Inflatable Restraint Sensing and Diagnostic Module**
- **All wiring harness connectors**
- **K36 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.

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.

- F106D Seat Side Air Bag - Driver
- F106P Seat Side 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 below.

- **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.
- **Go to next step: If within 2.1 and 4.0 Ω without any spikes or dropouts**

2. All OK

Circuit/System Testing

1. Ignition OFF/Vehicle OFF, disconnect the scan tool and then disconnect the appropriate F106 Seat Side Air Bag harness connector.
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.
- **Go to next step: If greater than 25 Ω**
3. Ignition ON/Vehicle in Service Mode.
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/Vehicle OFF, disconnect the X2 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.
 - **Go to next step: If less than 11 V**
5. Ignition OFF/Vehicle 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.
 - **Go to next step: If greater than 25 Ω**
7. Ignition OFF/Vehicle OFF, install a 3 A fused jumper wire between the control circuit terminals 1 and 2. Ignition ON/Vehicle in Service Mode.
8. Verify the scan tool Deployment Loop Resistance parameter is less than 2 Ω .
 - **If 2 Ω or greater**
 1. Ignition OFF/Vehicle 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.
 - **Go to next step: If less than 2 Ω**
9. Ignition OFF/Vehicle 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/Vehicle in Service Mode, 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**

Replace the appropriate F106 Seat Side Air Bag.
 - **Go to next step: If DTC B0014, B0021, B0031, or B0038 is not set**
12. All OK.

Perform the **Diagnostic Repair Verification** after completing the repair.

- Refer to **Front Seat Outboard Seat Back Airbag Replacement**
- Refer to **Control Module References** for module replacement, programming and setup.

DTC B0015, B001A, B001B OR B0022: SEAT BELT PRETENSIONER DEPLOYMENT LOOP/SEAT BELT 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.
- Refer to **Diagnostic Procedure Instructions** to provide an overview of each diagnostic category.

DTC Descriptors

DTC B0015 01

Driver Seat Belt Retractor Pretensioner Deployment Loop Short to Battery

DTC B0015 02

Driver Seat Belt Retractor Pretensioner Deployment Loop Short to Ground

DTC B0015 04

Driver Seat Belt Retractor Pretensioner Deployment Loop Open

DTC B0015 0D

Driver Seat Belt Retractor Pretensioner Deployment Loop High Resistance

DTC B0015 0E

Driver Seat Belt Retractor Pretensioner Deployment Loop Low Resistance

DTC B001A 01

Driver Seat Belt Anchor Pretensioner Deployment Loop Short to Battery

DTC B001A 02

Driver Seat Belt Anchor Pretensioner Deployment Loop Short to Ground

DTC B001A 04

Driver Seat Belt Anchor Pretensioner Deployment Loop Open

DTC B001A 0D

Driver Seat Belt Anchor Pretensioner Deployment Loop High Resistance

DTC B001A 0E

Driver Seat Belt Anchor Pretensioner Deployment Loop Low Resistance

DTC B001B 01

Passenger Seat Belt Anchor Pretensioner Deployment Loop Short to Battery

DTC B001B 02

Passenger Seat Belt Anchor Pretensioner Deployment Loop Short to Ground

DTC B001B 04

Passenger Seat Belt Anchor Pretensioner Deployment Loop Open

DTC B001B 0D

Passenger Seat Belt Anchor Pretensioner Deployment Loop High Resistance

DTC B001B 0E

Passenger Seat Belt Anchor Pretensioner Deployment Loop Low Resistance

DTC B0022 01

Passenger Seat Belt Retractor Pretensioner Deployment Loop Short to Battery

DTC B0022 02

Passenger Seat Belt Retractor Pretensioner Deployment Loop Short to Ground

DTC B0022 04

Passenger Seat Belt Retractor Pretensioner Deployment Loop Open Circuit

DTC B0022 0D

Passenger Seat Belt Retractor Pretensioner Deployment Loop High Resistance

DTC B0022 0E

Passenger Seat Belt Retractor Pretensioner Deployment Loop Low Resistance

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	-
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 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 seconds.

B0015 02, B001A 02, B001B 02, B0022 02

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

B0015 04, B001A 04, B001B 04, B0022 04

The pretensioner control circuit is open for 2 seconds.

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

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

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

The pretensioner 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 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 connectors - on the side of the harness connector
- 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 extend of travel while using the scan tool to observe deployment type loop parameters.

Reference Information

Schematic Reference

SIR Wiring 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

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 retractor pretensioner wiring harness connector
 - Seat belt anchor pretensioner
 - Seat belt anchor pretensioner 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 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
- 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.
- **Go to next step: If within 2.1 and 4.0 Ω without any spikes or dropouts**

2. All OK.

[Circuit/System Testing](#)

1. Vehicle OFF, disconnect the scan tool. It may take up to 2 minutes for all vehicle systems to power down.
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 appropriate control circuit terminals listed below:

- F112 Seat Belt Retractor Pretensioner terminals 1 and 2
- F113 Seat Belt Anchor Pretensioner terminals 1 and 2
- **If 25 Ω or less**

1. Disconnect the 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 two circuits.
- If infinite resistance, replace the K36 Inflatable Restraint Sensing and Diagnostic Module.

• **Go to next step: If greater than 25 Ω**

3. Vehicle in Service Mode.

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

- F112 Seat Belt Retractor Pretensioner terminal 1
- F112 Seat Belt Retractor Pretensioner terminal 2
- F113 Seat Belt Anchor Pretensioner terminal 1
- F113 Seat Belt Anchor Pretensioner terminal 2
- **If 11 V or greater**

1. Vehicle OFF, disconnect the harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module, vehicle in Service Mode.

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.

• **Go to next step: If less than 11 V**

5. Vehicle OFF. It may take up to 2 minutes for all vehicle systems to power down.

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

- F112 Seat Belt Retractor Pretensioner terminal 1
- F112 Seat Belt Retractor Pretensioner terminal 2
- F113 Seat Belt Anchor Pretensioner terminal 1
- F113 Seat Belt Anchor Pretensioner terminal 2
- **If 25 Ω or less**

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

2. Test for infinite resistance between each 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.

• **Go to next step: If greater than 25 Ω**

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

- F112 Seat Belt Retractor Pretensioner terminals 1 and 2
- F113 Seat Belt Anchor Pretensioner terminals 1 and 2

8. Vehicle in Service Mode.

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

- **If 2 Ω or greater**

1. Vehicle OFF.

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

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.

- **Go to next step: If less than 2 Ω**

10. Vehicle 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.

11. Vehicle in Service Mode, clear DTCs. Operate the vehicle within the Conditions for Running the DTC.

12. Verify DTC B0015, B001A, B001B, or B0022 is not set.

- **If B0015, B001A, B001B, or B0022 is set**

Replace the appropriate F112 Seat Belt Retractor Pretensioner or F113 Seat Belt Anchor Pretensioner.

- **Go to next step: If DTC B0015, B001A, B001B, or B0022 is not set**

13. All OK.

Repair Instructions

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

- Refer to [Front Seat Belt Anchor Plate Tensioner Replacement](#)
- Refer to [Front Seat Belt Retractor Replacement](#)
- Refer to [Control Module References](#) for Inflatable Restraint Sensing and Diagnostic Module replacement, programming and setup

DTC B0016, B0018, B0023 OR B0025: LEFT/RIGHT 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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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.

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 Wiring Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

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- 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.

- 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.
- **Go to next step: 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.

- **Go to next step: 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.
- **Go to next step: 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.
 - **Go to next step: 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.
 - **Go to next step: 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.
 - **Go to next step: If DTC B0016 or B0023 is not set**
12. All OK.

Repair Instructions

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

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

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

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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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 two 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 seconds.

B0019 02, B0020 02

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

B0019 04, B0020 04

The air bag control circuit is open for 2 seconds.

B0019 0D, B0020 0D

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

B0019 0E, B0020 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:

- Passenger Instrument Panel Air Bag
- 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 Wiring 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.
 - 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.
- **Go to next step: 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 appropriate X1 (DTC B0019) or X2 (DTC B0020) harness connector at the F101 Passenger instrument panel air bag. It may take up to 2 minutes for all vehicle systems to power down.

2. Test for greater than 25 Ω between the appropriate 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
- **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 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.

• **Go to next step: If greater than 25 Ω**

3. 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.

- **Go to next step: If less than 11 V**

4. Ignition OFF.

5. 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.

- **Go to next step: If greater than 25 Ω**

6. 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

7. 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.

- **Go to next step: If less than 2 Ω**

9. 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.

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

11. Verify DTC B0019 or B0020 is not set.

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

Replace the F101 Passenger Instrument Panel Air Bag.

- **Go to next step: If DTC B0019 or B0020 is not set**

12. All OK.

Repair Instructions

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

- Refer to [Instrument Panel Airbag Replacement \(Equinox\)](#) or [Instrument Panel Airbag Replacement \(Terrain\)](#).
- Refer to [Control Module References](#) for inflatable restraint sensing and diagnostic module control module replacement, programming and setup

DTC B0052: DEPLOYMENT COMMANDED CIRCUIT

Diagnostic Instructions

- Perform the Diagnostic System Check prior to using this diagnostic procedure: [Diagnostic System Check - Vehicle](#)
- Review the description of Strategy Based Diagnosis: [Strategy Based Diagnosis](#)
- An overview of each diagnostic category can be found here: [Diagnostic Procedure Instructions](#)

DTC Descriptor

DTC B0052

Symptom Byte Information: [Symptom Byte List](#)**Circuit/System Description**

Component	Description
K36 Inflatable Restraint Sensing and Diagnostic Module	The control module monitors several sensors that can detect a collision. When a collision is detected, the control module will trigger certain air bags and seat belt pretensioners, depending on the angle and severity of the impact.

Conditions for Running the DTC

- Ignition = On
- Ignition Voltage = 9 to 16 V

Conditions for Setting the DTC

Deployment Commanded

Actions Taken When the DTC Sets

Air Bag Malfunction Indicator = On

Conditions for Clearing the DTC

Use a scan tool.

Reference Information

Schematic Reference

SIR Wiring Schematics

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

Control Module References**Circuit/System Verification**

NOTE: Refer to [SIR Service Precautions](#)

1. Ignition - On/Vehicle - In Service Mode
2. Refer to [Repairs and Inspections Required After a Collision](#)
3. Clear DTCs - Use a scan tool.
4. Verify DTC B0052 is not set.
 - If the DTC is set

- **Go to next step: If the DTC is not set**

5. All OK.

Repair Instructions

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

For control module replacement, programming and setup, refer to [Control Module References](#)

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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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 Wiring Schematics

Connector End View Reference

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- [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.
 - **Go to next step: If less than 10 Ω**
3. Ignition ON.
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.
 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.
 - **Go to next step: If less than 6 V**
5. Ignition OFF.
6. Test for greater than 5 K 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 5 K 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.
 - **Go to next step: If greater than 5 K 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.
 - **Go to next step: If less than 2 Ω**
9. If all circuits test normal, replace the B61P Seat Belt Tension Sensor - Passenger.
10. Ignition ON, 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.
 - **Go to next step: If DTC B0071 is not set**
12. All OK.

Repair Instructions

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

- Refer to [Front Seat Belt Retractor Replacement](#) for B61P Seat Belt Tension Sensor - Passenger
- Refer to [Control Module References](#) for passenger presence module replacement, programming and setup

DTC B0081: PASSENGER PRESENCE MODULE (INFLATABLE RESTRAINT SENSING AND DIAGNOSTIC 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.
- Refer to [Diagnostic Procedure Instructions](#) to provide an overview of each diagnostic category.

DTC Descriptors

DTC B0081 00

Passenger Presence Module Malfunction

DTC B0081 3A

Passenger Presence Module Incorrect Component Installed

DTC B0081 71

Passenger Presence Module Invalid Serial Data Received

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 located in the overhead center console. If the Inflatable Restraint Sensing and Diagnostic Module detects a fault in the Passenger Presence Module, it may disable the front passenger 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 to Passenger Presence Module mismatch.

B0081 71

The Inflatable Restraint Sensing and Diagnostic Module sets this DTC when the Inflatable Restraint Sensing and Diagnostic Module has received invalid serial data from the Passenger Presence 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

Schematic Reference

SIR Wiring Schematics

Connector End View Reference

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- [Wiring Repairs](#)

Scan Tool Reference

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

Circuit/System Verification

NOTE: This system allows you to service each component separately (module and sensor/sensing mat). Perform a passenger presence system rezero procedure whenever a component is replaced.

NOTE: Both the 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. Use the table below in identifying specific module DTC B0081 application and symptom byte that sets with it.

1. Verify that DTC B1001 is not set in the Inflatable Restraint Sensing and Diagnostic Module.

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

Refer to [DTC B1001](#).

- **Go to next step: If DTC B1001 does 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](#)**

- **Go to next step: 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 42.

3. Verify that DTC B0081 00 is not set in the Inflatable Restraint Sensing and Diagnostic Module
 - **If DTC B0081 00 is set**

Refer to the Passenger Presence Module [DTC B0081 \(Passenger Presence Module\)](#).

- **Go to next step: If DTC B0081 00 is not set**

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**

Replace the K85 Passenger Presence Module.

- **Go to next step: If DTC B0081 3A is not set**

5. Verify that DTC B0081 71 is not set in the Inflatable Restraint Sensing and Diagnostic Module.

- **If DTC B0081 71 is set**

Replace the B60 Passenger Presence Sensor.

- **Go to next step: If DTC B0081 71 is not set**

6. All OK.

Repair Instructions

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

Refer to [Control Module References](#) for Passenger Presence Module and Inflatable Restraint Sensing and Diagnostic Module replacement, programming and setup

DTC B0081: PASSENGER PRESENCE 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.
- Refer to [Diagnostic Procedure Instructions](#) to provide an overview of each diagnostic category.

DTC Descriptors

DTC B0081 00

Passenger Presence Module Malfunction (sets in the Inflatable Restraint Sensing and Diagnostic Module)

DTC B0081 11

Passenger Presence Module Above Threshold (Build Check Failure) (sets in the Passenger Presence Module)

DTC B0081 3A

Passenger Presence Module Incorrect Component Installed (sets in the Inflatable Restraint Sensing and Diagnostic Module)

DTC B0081 4B

Passenger Presence Module Calibration Not Learned (sets in the Passenger Presence Module)

DTC B0081 5A

Passenger Presence Module Plausibility Failure (sets in the Passenger Presence Module)

DTC B0081 71

Passenger Presence Module Invalid Serial Data Received (sets in Inflatable Restraint Sensing and Diagnostic Module)

Circuit/System Description

When the ignition is turned ON, the Passenger Presence Module and the Inflatable Restraint Sensing and Diagnostic Module performs tests to diagnose critical malfunctions within itself. When the Inflatable Restraint Sensing and Diagnostic Module has completed the power-up mode, the Inflatable Restraint Sensing and Diagnostic Module will establish communication with the Passenger Presence Module. The Inflatable Restraint Sensing and Diagnostic Module will also request the instrument panel cluster to illuminate both of the PASSENGER AIR BAG ON/OFF indicators for 5 seconds. If the Inflatable Restraint Sensing and Diagnostic Module detects that the Passenger Presence Module has set a current DTC, the Inflatable Restraint Sensing and Diagnostic Module will then 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 seconds:

B0081 00

The Inflatable Restraint Sensing and Diagnostic Module has a general fault present.

B0081 11

The Passenger Presence Module is above maximum threshold. The Passenger Presence Module failed the preload/build check.

B0081 3A

The Inflatable Restraint Sensing and Diagnostic Module has received a mismatch message indicating the wrong Passenger Presence Module is installed on the vehicle.

B0081 4B

The Passenger Presence Module is not calibrated. Preload procedure has not been run.

B0081 5A

The Passenger Presence Module detects a plausibility error.

B0081 71

The Inflatable Restraint Sensing and Diagnostic Module has received invalid or no serial data from the Passenger Presence 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.

Reference Information

Schematic Reference

SIR Wiring Schematics

Connector End View Reference

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

Scan Tool Reference

K85 Passenger Presence Module: Scan Tool Information for scan tool information

Circuit/System Verification

NOTE:

- **When removing connectors inspect for damage, corrosion or poor connection. Damage or corrosion in the following requires repair or replacement of the affected component/connector.**
- **Passenger Presence Module**
- **Inflatable Restraint Sensing and Diagnostic Module**
- **Passenger Presence Module harness connector**
- **Inflatable Restraint Sensing and Diagnostic Module wiring harness connector**

1. Ignition ON, verify that DTC B0081 is the only DTC set in the Inflatable Restraint Sensing and Diagnostic Module or Passenger Presence Module.
 - If any other DTCs are set, refer to **Diagnostic Trouble Code (DTC) List - Vehicle** .
2. Verify DTC B0081 00, DTC B0081 3A, or DTC B0081 71 is not set in the Inflatable Restraint Sensing and Diagnostic Module. If any of these DTCs set in the Inflatable Restraint Sensing and Diagnostic Module diagnose the following:
 - Inflatable Restraint Sensing and Diagnostic Module DTC B0081 00:
 - If DTC B0081 00 sets in the Inflatable Restraint Sensing and Diagnostic Module then refer to step 3 and diagnose the Passenger Presence Module DTC B0081 5A. By diagnosing the Passenger Presence Module DTC B0081 5A, DTC B0081 00 will be fixed in the Inflatable Restraint Sensing and Diagnostic Module.
 - Inflatable Restraint Sensing and Diagnostic Module DTC B0081 3A:
 - Either an incorrect replacement Passenger Presence Module or Inflatable Restraint Sensing and Diagnostic Module was placed in this vehicle. Check and make sure the part numbers are correct for each module. If the part numbers are correct clear this DTC and see if DTC B0081 3A resets as a current DTC. If DTC B0081 3A resets then replace the Passenger Presence Module. Clear DTCs again and check if DTC B0081 3A sets as current again. If DTC B0081 3A sets again then replace the Inflatable Restraint Sensing and Diagnostic Module.
 - Inflatable Restraint Sensing and Diagnostic Module DTC B0081 71:

- If DTC B0081 71 sets in the Inflatable Restraint Sensing and Diagnostic Module then refer to Circuit/System Testing below.
3. DTC B0081 11, DTC B0081 4B, or DTC B0081 5A is set in the Passenger Presence Module, diagnose the following:
- Passenger Presence Module DTC B0081 11:
 - If DTC B0081 11 sets in the Passenger Presence Module if the correct calibration was not learned by the Passenger Presence Module. Make sure there is nothing on the passenger seat, not even a scan tool. Perform the Passenger Presence Module Preload procedure, refer to [Passenger Presence System Rezeroing](#). Clear the DTC's and check if DTC B0081 11 sets again in the Passenger Presence Module. If DTC B0081 11 sets again replace the Passenger Presence Module.
 - Passenger Presence Module DTC B0081 4B:
 - If DTC B0081 4B sets in the Passenger Presence Module if the correct calibration was not learned by the Passenger Presence Module. Make sure there is nothing on the passenger seat, not even a scan tool. Perform the Passenger Presence Module Preload procedure, refer to [Passenger Presence System Rezeroing](#). Clear the DTC's and check if DTC B0081 11 sets again in the Passenger Presence Module. If DTC B0081 11 sets again replace the Passenger Presence Module.
 - Passenger Presence Module DTC B0081 5A:
 - If DTC B0081 5A sets in the Passenger Presence Module check the connections at the Inflatable Restraint Sensing and Diagnostic Module and Passenger Presence Module. Clear the DTC's and check if DTC B0081 5A sets again as a current DTC in the Passenger Presence Module. If DTC B0081 5A sets then replace the Passenger Presence Module. Clear DTCs again and check if DTC B0081 5A sets as current again. If DTC B0081 5A sets again then replace the Inflatable Restraint Sensing and Diagnostic Module.

Repair Instructions

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

DTC B0083 OR B0084: LEFT/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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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 Wiring Schematics

Connector End View Reference

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- [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
 - 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.

- **Go to next step: 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.

- **Go to next step: 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

- **Go to next step: 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.

- **Go to next step: If DTC B0083 or B0084 symptom byte 01, 02, 04, 05 is not set as current**

5. All OK.

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.
 - **Go to next step: If less than 10 Ω**
3. Test for greater than 50 k Ω between the signal circuit terminal 1 and ground.
 - **If 50 k 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.
 - **Go to next step: If greater than 50 k 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.
 - **Go to next step: 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 - 9 V.
 - **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 9 V**
 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.
 - **Go to next step: If between 4 - 9 V**
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.
 - **Go to next step: If the DTC does not set**
10. All OK.

Repair Instructions

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

- Refer to [Airbag Front End Discriminating Sensor Replacement](#)
- Refer to [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.
- Refer to [Diagnostic Procedure Instructions](#) to provide an overview of each diagnostic category.

DTC Descriptors

DTC B0085 02

Left Front Side Impact Sensor Short to Ground

DTC B0085 05

Left Front Side Impact Sensor High Voltage/Open

DTC B0085 39

Left Front Side Impact Sensor Internal Malfunction

DTC B0085 3A

Left Front Side Impact Sensor Incorrect Component Installed

DTC B0085 71

Left Front Side Impact Sensor Invalid Data

DTC B0088 02

Right Rear Side Impact Sensor Short to Ground

DTC B0088 05

Right Rear Side Impact Sensor High Voltage/Open

DTC B0088 39

Right Rear Side Impact Sensor Internal Malfunction

DTC B0088 3A

Right Rear Side Impact Sensor Incorrect Component Installed

DTC B0088 71

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 05	B0085 05, B0088 05	B0085 39
Left Front Side Impact Sensor Low Reference	B0085 02, B0088 02	B0085 05	B0085 05, B0088 05	B0085 39
Right Rear Side Impact Sensor High Signal	B0085 02, B0088 02	B0088 05	B0085 05, B0088 05	B0088 39
Right Rear Side Impact Sensor Low Reference	B0085 02, B0088 02	B0088 05	B0085 05, B0088 05	B0088 39

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 (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 02, B0088 02

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

B0085 05, B0088 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.

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.

B0085 71, B0088 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 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 Wiring 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

NOTE:

- 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
 - 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.**

1. Ignition ON.
2. Verify that DTC B0085 or B0088 symptom byte 39 or 71 is not set as current.
 - **If DTC B0085 or B0088 symptom byte 39 or 71 is set as current**

Replace the sensor listed below:

- B0085 - B63LF Side Impact Sensor - Left Front
 - B0088 - B63RR Side Impact Sensor - Right Rear
 - **Go to next step: If DTC B0085 or B0088 symptom byte 39 or 71 is not set as current**
3. 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

- **Go to next step: If DTC B0085 or B0088 symptom byte 3A is not set as current**

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

- **If only DTC B0085 symptom byte 02 or 05 is set as current**

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

- **If only DTC B0088 symptom byte 02 or 05 is set as current**

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

- **If both DTC B0085 or B0088 symptom byte 02 or 05 is set as current**

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

- **Go to next step: If DTC B0085 or B0088 symptom byte 02 or 05 is not set as current**

5. 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 should 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 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. 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.

- **Go to next step: If less than 10 Ω**

3. Ignition ON.

4. Test for less than 10 V between the signal circuit terminal 1 and ground.

- **If 10 V or greater**

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.

- **Go to next step: If less than 10 V**

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

6. Test for less than 2 Ω between the B63 Side Impact Sensor signal circuit terminal 1 and the appropriate K36 Inflatable Restraint Sensing and Diagnostic Module signal circuit terminal listed below:

- Left front signal terminal 19 X2
- Right rear signal terminal 30 X2

- **If 2 Ω or greater**

Repair the open/high resistance in the circuit.

- **Go to next step: If less than 2 Ω**

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**
 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.
 - **Go to next step: If the DTC does not set**
10. 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 min for all vehicle systems to power down.
2. Test for greater than 50 k Ω between each signal circuit listed below and ground:
 - Left front signal circuit - terminal 19 X2
 - Right rear signal circuit - terminal 30 X2
 - **If 50 k 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.
 - **Go to next step: If greater than 50 k 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.
 - **Go to next step: If less than 1 V**
5. Ignition OFF, reconnect 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.
 - **Go to next step: If the DTC does not set**
8. All OK.

Repair Instructions

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

- Refer to [Airbag Side Impact Sensor Replacement](#)

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

DTC Descriptors

DTC B0086 02

Right Front Side Impact Sensor Short to Ground

DTC B0086 05

Right Front Side Impact Sensor High Voltage/Open

DTC B0086 39

Right Front Side Impact Sensor Internal Malfunction

DTC B0086 3A

Right Front Side Impact Sensor Incorrect Component Installed

DTC B0086 71

Right Front Side Impact Sensor Invalid Data

DTC B0087 02

Left Rear Side Impact Sensor Short to Ground

DTC B0087 05

Left Rear Side Impact Sensor High Voltage/Open

DTC B0087 39

Left Rear Side Impact Sensor Internal Malfunction

DTC B0087 3A

Left Rear Side Impact Sensor Incorrect Component Installed

DTC B0087 71

Left Rear Side Impact Sensor Invalid Data

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 05	B0086 05, B0087 05	B0086 39
Right Front Side Impact Sensor Low Reference	B0086 02, B0087 02	B0086 05	B0086 05, B0087 05	B0086 39
Left Rear Side Impact Sensor High Signal	B0086 02, B0087 02	B0087 05	B0086 05, B0087 05	B0087 39
Left Rear Side Impact Sensor Low Reference	B0086 02, B0087 02	B0087 05	B0086 05, B0087 05	B0087 39

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 (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 02, B0087 02

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

B0086 05, B0087 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.

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.

B0086 71, B0087 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 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 Wiring Schematics

Connector End View Reference

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:

- [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
 - 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.**

1. Ignition ON.

2. Verify that DTC B0086 or B0087 symptom byte 39 or 71 is not set as current.

- **If DTC B0086 or B0087 symptom byte 39 or 71 is set as current**

Replace the sensor listed below:

- B0086 - B63RF Side Impact Sensor - Right Front
- B0087 - B63LR Side Impact Sensor - Left Rear
- **Go to next step: If DTC B0086 or B0087 symptom byte 39 or 71 is not set as current**

3. 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 appropriate B63 Side Impact Sensor

- **Go to next step: If DTC B0086 or B0087 symptom byte 3A is not set as current**

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

- **If only DTC B0086 symptom byte 02 or 05 is set as current**

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

- **If only DTC B0087 symptom byte 02 or 05 is set as current**

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

- **If both DTC B0086 or B0087 symptom byte 02 or 05 is set as current**

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

- Go to next step: If DTC B0086 or B0087 symptom byte 02 or 05 is not set as current

5. 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 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. 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.
 - **Go to next step: If less than 10 Ω**
3. Ignition ON.
4. Test for less than 10 V between the signal circuit terminal 1 and ground.
 - **If 10 V or greater**
 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.
 - **Go to next step: If less than 10 V**
5. Disconnect the X2 harness connector at the K36 Inflatable Restraint Sensing and Diagnostic Module.
6. Test for less than 2 Ω between the B63 Side Impact Sensor signal circuit terminal 1 and the appropriate K36 Inflatable Restraint Sensing and Diagnostic Module signal circuit terminal listed below:
 - Right front signal circuit - terminal 22 X2
 - Left rear signal circuit - terminal 27 X2
 - **If 2 Ω or greater**

Repair the open/high resistance in the circuit.
 - **Go to next step: If less than 2 Ω**
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**
 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.
 - **Go to next step: If the DTC does not set**
10. 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 min for all vehicle systems to power down.
2. Test for greater than 50 k Ω between each signal circuit listed below and ground:
 - Right front signal circuit - terminal 22 X2
 - Left rear signal circuit - terminal 27 X2
 - **If 50 k 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.
 - **Go to next step: If greater than 50 k 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.
 - **Go to next step: If less than 1 V**
5. Ignition OFF, reconnect 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.
 - **Go to next step: If the DTC does not set**
8. All OK.

Repair Instructions

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

- Refer to [Airbag Side Impact Sensor Replacement](#)
- Refer to [Control Module References](#) for inflatable restraint sensing and diagnostic module 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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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	-
Front Overhead Console Assembly Ground	-	B067F 04, B0680 04	-	-

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 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 Wiring Schematics

Connector End View Reference

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- [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.
2. Verify the Passenger Air Bag On Indicator and Passenger Air Bag Off Indicators turn On and Off when commanded On and Off with a scan tool.
 - **If the passenger air bag indicators do not change**
Refer to Circuit/System Testing
 - **Go to next step: If the passenger air bag indicators change**
3. 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.

- **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 A98 Front Overhead Console Assembly, wait 2 min.
 2. Test for less than 10 Ω between the ground circuit terminal 5 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.
 - **Go to next step: If less than 10 Ω**
 3. Ignition ON, command the Passenger Airbag Off Indicator OFF with a scan tool.
 4. Test for less than 11 V between the control circuit terminal 11 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.
 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.
 - **Go to next step: 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 11 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.
- **Go to next step: 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 12 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.
 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.
 - **Go to next step: 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 12 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.
 - **Go to next step: If greater than 4 V**
11. Test or replace the A98 Front Overhead Console Assembly.

Repair Instructions

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

- Refer to [Roof Console Replacement](#)
- Refer to [Control Module References](#) for control module replacement, programming and setup

DTC B1001: 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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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 [**K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup**](#)

Reference Information

Schematic Reference

[**SIR Wiring Schematics**](#)

Connector End View Reference

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[**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 [K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup](#).

- **Go to next step: 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.

- Refer to [SIR/SRS Wiring Repairs](#)
- Refer to [Control Module References](#) for module replacement, programming and setup

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

DTC Descriptor

DTC B1019 00

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 Wiring Schematics](#)
- [SIR Wiring Schematics](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

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](#)
 - **Go to next step: 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 [K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup](#)
 - **Go to next step: 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 [K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup](#)
 - **Go to next step: 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.
 - **Go to next step: 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 [K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup](#)
 - **Go to next step: 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. Verify the scan tool can communicate with the passenger presence system.
 - If the scan tool will not communicate with the passenger presence system, refer to [Scan Tool Does Not Communicate with Low Speed GMLAN Device](#)
 - If the scan tool communicates
 2. Ignition OFF, disconnect the scan tool. It may take up to 2 min for all vehicle systems to power down. Ignition ON.
 3. Verify DTC B1019 is not set as current.
 - If the DTC is set as current, refer to [K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup](#)
 - If the DTC is not set as current
 4. All OK.
 - **Go to next step: 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.

- Refer to [SIR/SRS Wiring Repairs](#)
- Refer to [Control Module References](#) for 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. Turn ON the ignition, with the engine OFF.

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

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.
- Refer to [Diagnostic Procedure Instructions](#) to provide 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 K36 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 Wiring Schematics](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

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.
 - **Go to next step: 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.
 - **Go to next step: 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.

- **A98 Front Overhead Console Assembly.**
- **A98 Front Overhead Console Assembly wiring harness.**

1. Ignition OFF/Vehicle OFF, disconnect the harness connector at the A98 Front Overhead Console Assembly. 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 5 and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF/Vehicle 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.
 - **Go to next step: 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 11 and ground.
 - **If 11 V or greater**

1. Ignition OFF/Vehicle 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.
- **Go to next step: 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 11 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.
 - **Go to next step: 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 12 and ground.
 - **If 11 V or greater**
 1. Ignition OFF/Vehicle 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.
 - **Go to next step: 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 12 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.
 - **Go to next step: If 1 V or greater**
11. Replace A98 Front Overhead Console Assembly.

Repair Instructions

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

- Refer to [Roof Console Replacement](#)
- Refer to [Control Module References](#) for module replacement, programming and setup

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

Circuit/System Description

When the ignition is turned ON, during the bulb check, the driver air bag indicator will flash, and then turn OFF after the bulb check. The inflatable restraint sensing and diagnostic module (SDM) performs diagnostic tests on the SIR system during the bulb check. If any malfunction exists the SDM 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 air bag indicator, refer to **K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup**.

Reference Information

Schematic Reference

SIR Wiring 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

If the driver air bag indicator is flashing, refer to **K36 Inflatable Restraint Sensing and Diagnostic Module: Programming and Setup**.

Circuit/System Testing

1. Verify K36 Inflatable Restraint Sensing and Diagnostic Module DTCs are not set.

- **If Inflatable Restraint Sensing and Diagnostic Module DTCs are set**

Refer to **Diagnostic Trouble Code (DTC) List - Vehicle**.

- **Go to next step: If Inflatable Restraint Sensing and Diagnostic Module DTCs are not set**

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

- **If air bag indicator does not turn on or off**

If the air bag indicator does not turn ON and OFF as expected, replace the P16 Instrument Cluster.

- **Go to next step: If air bag indicator does turn on or off**

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

Repair Instructions

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

- Refer to [SIR/SRS Wiring Repairs](#)
- Refer to [Control Module References](#) for module 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 Repairs and Inspections Required After a Collision .
When performing SIR diagnostics.	Follow the appropriate SIR service information 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 Wiring 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 Wiring 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 \(KL9\)](#) .
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 \(KL9\)](#) .
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

AIRBAG FRONT END DISCRIMINATING SENSOR REPLACEMENT

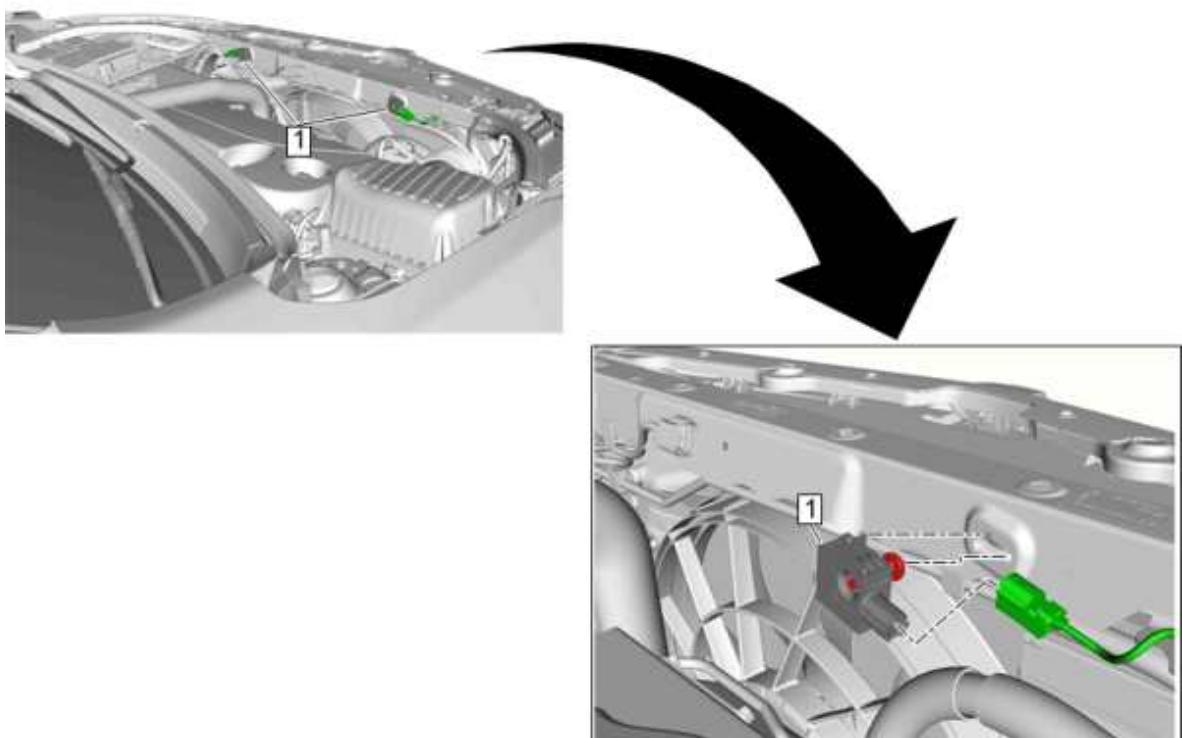


Fig. 4: Airbag Front End Discriminating Sensor
Courtesy of GENERAL MOTORS COMPANY

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 Procedure Disable the SIR system. Refer to SIR Disabling and Enabling
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. Refer to 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 SIDE IMPACT SENSOR REPLACEMENT

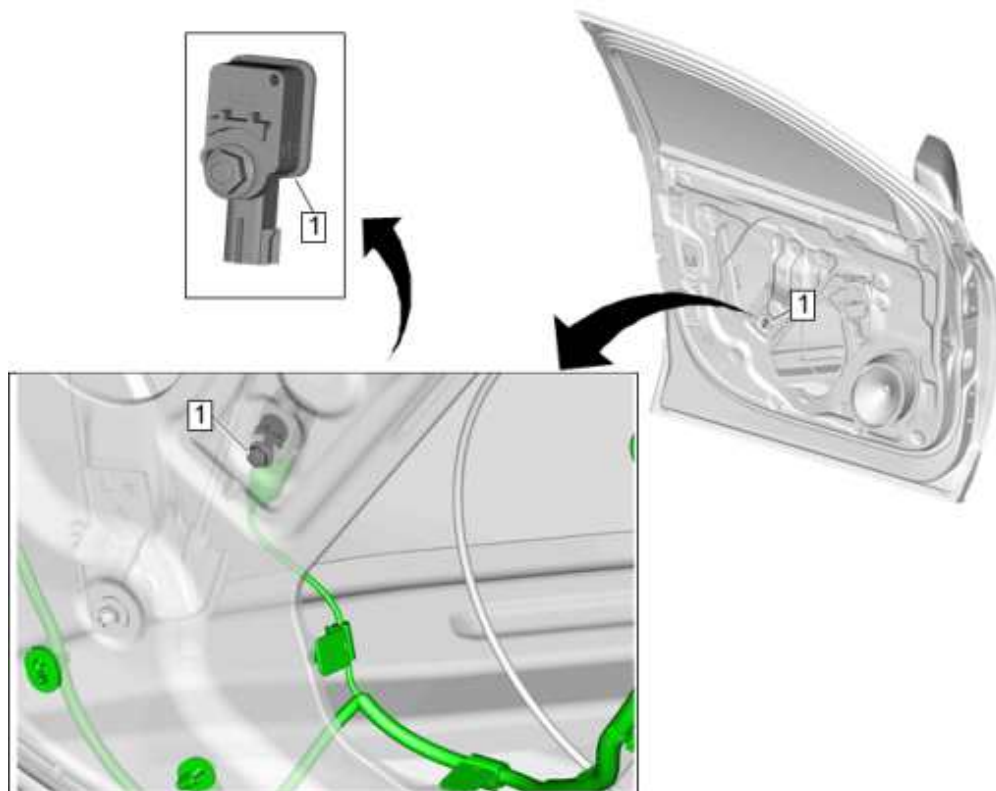


Fig. 5: Airbag Side Impact Sensor

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. Refer to SIR Disabling and Enabling 2. Remove Front Side Door Water Deflector. Refer to Front Side Door Water Deflector Replacement (Equinox) Front Side Door Water Deflector Replacement (Terrain)	

Callout	Component Name
1	Airbag Side Impact Sensor 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. The bolts are integral to the sensor assembly, DO NOT remove separately. 4. Enable the SIR System. Refer to 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 SENSING AND DIAGNOSTIC MODULE REPLACEMENT (EQUINOX)

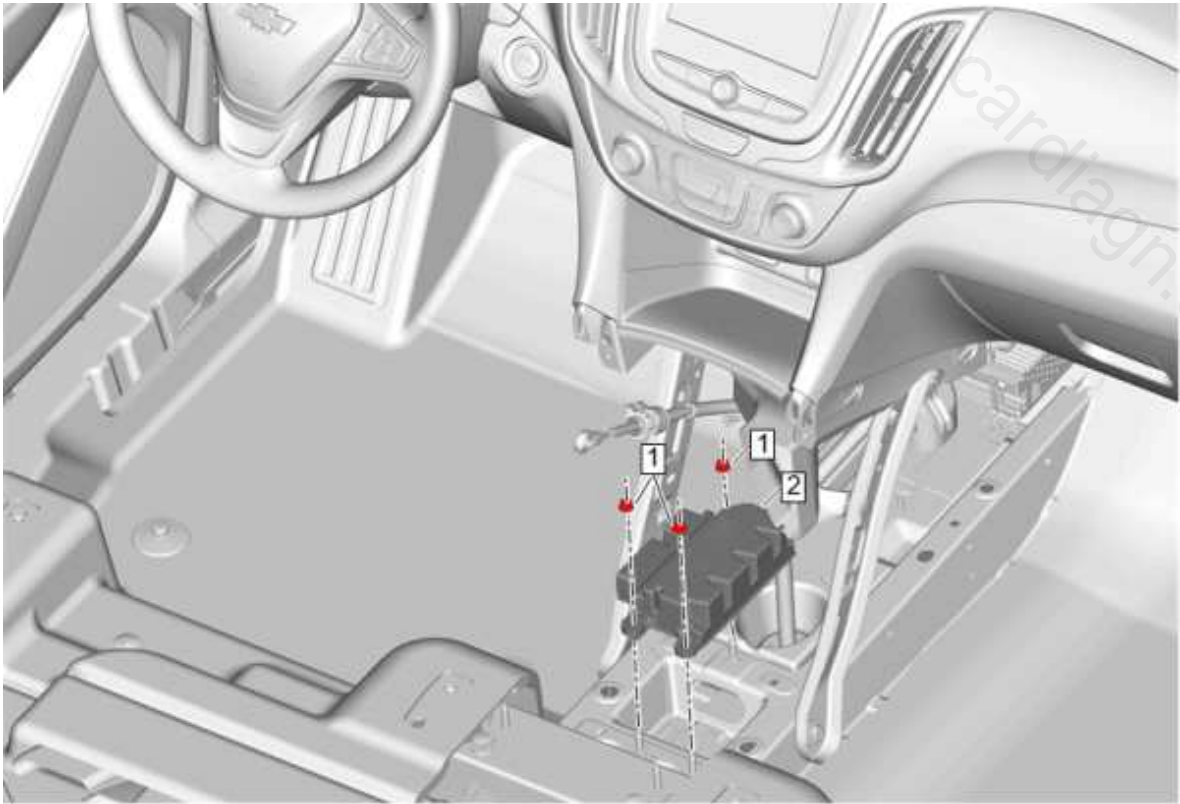


Fig. 6: Airbag Sensing And Diagnostic Module (Equinox)
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

Callout	Component Name
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. Failure to observe the correct installation procedure could cause Supplemental Inflatable Restraint (SIR) deployment, personal injury, or unnecessary SIR system repairs. WARNING: Refer to SIR Warning . Preliminary Procedures 1. Disable the SIR system. Refer to SIR Disabling and Enabling 2. Remove Floor Rear Air Outlet Duct - Left Side. Refer to Floor Rear Air Outlet Duct Replacement - Left Side (Equinox) 3. Remove Floor Rear Air Outlet Duct - Right Side. Refer to Floor Rear Air Outlet Duct Replacement - Right Side (Equinox Front), Floor Rear Air Outlet Duct Replacement - Right Side (Equinox Rear)	
1	Airbag Sensing and Diagnostic Module Nut (Qty: 3) CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)
2	Airbag Sensing and Diagnostic Module Procedure 1. Disconnect the electrical connectors. 2. Perform the necessary programming and setup procedure. Refer to Control Module References 3. Enable the SIR System. Refer to SIR Disabling and Enabling

AIRBAG SENSING AND DIAGNOSTIC MODULE REPLACEMENT (TERRAIN)

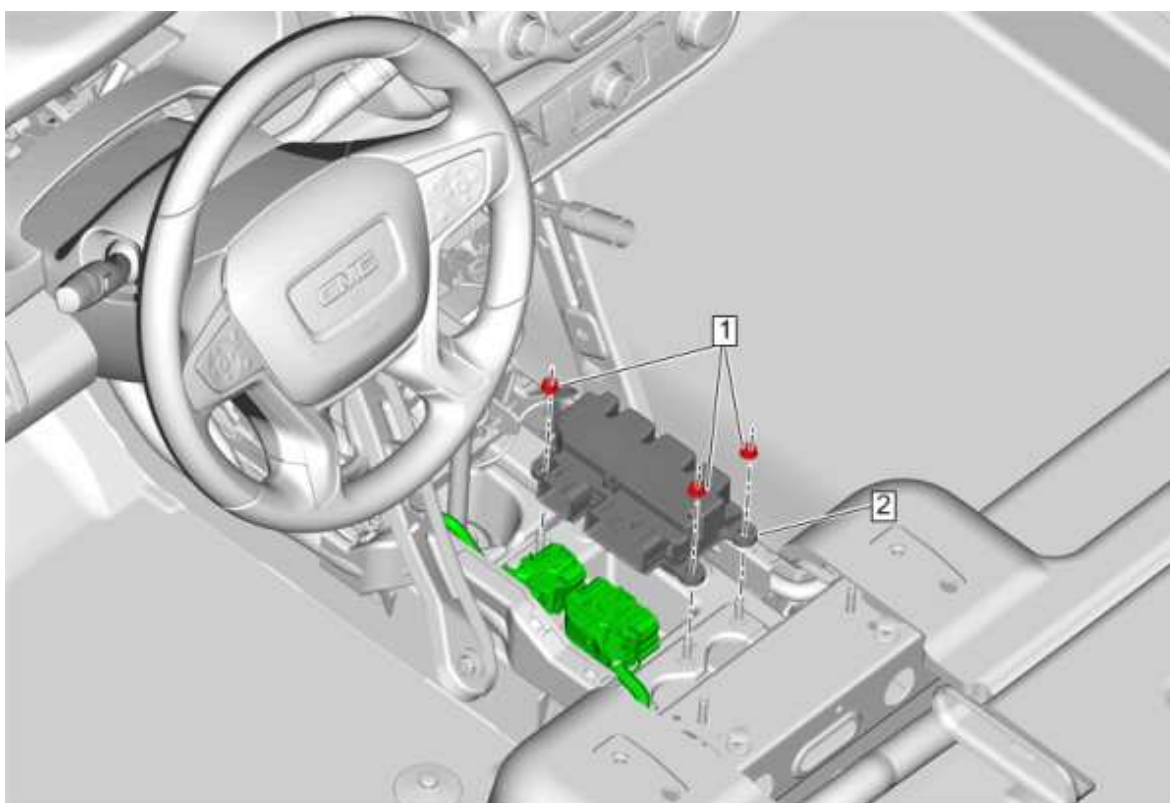


Fig. 7: Airbag Sensing And Diagnostic Module (Terrain).
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
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. Failure to observe the correct installation procedure could cause Supplemental Inflatable Restraint (SIR) deployment, personal injury, or unnecessary SIR system repairs. WARNING: Refer to SIR Warning . Preliminary Procedures 1. Disable the SIR system. Refer to SIR Disabling and Enabling 2. Remove Floor Rear Air Outlet Duct - Left Side. Refer to Floor Rear Air Outlet Duct Replacement - Left Side (Terrain) 3. Remove Floor Rear Air Outlet Duct - Right Side. Refer to Floor Rear Air Outlet Duct Replacement - Right Side (Terrain Front) Floor Rear Air Outlet Duct Replacement - Right Side (Terrain Rear)	
1	Airbag Sensing and Diagnostic Module Nut (Qty: 3) CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)
2	Airbag Sensing and Diagnostic Module Procedure 1. Disconnect the electrical connectors. 2. Perform the necessary programming and setup procedure. Refer to Control Module References 3. Enable the SIR System. Refer to SIR Disabling and Enabling

STEERING WHEEL AIRBAG REPLACEMENT (EQUINOX)

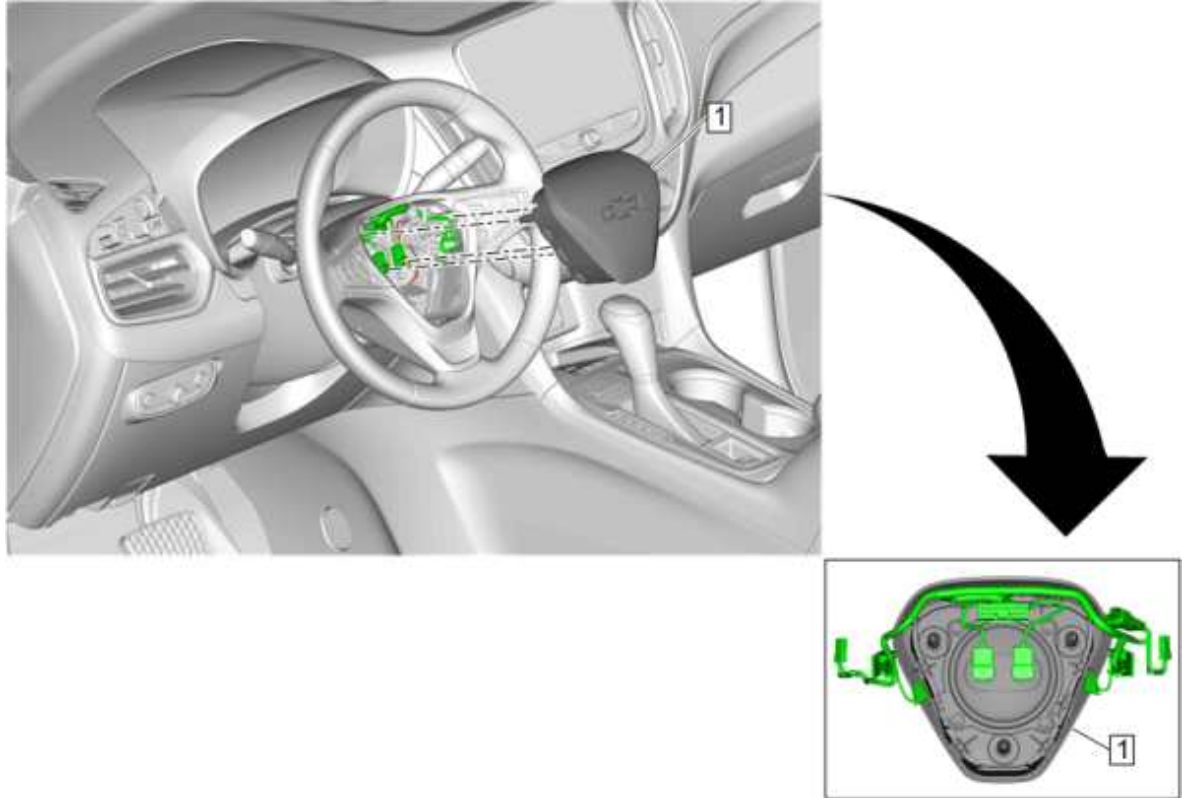


Fig. 8: Steering Wheel Airbag (Equinox)
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Refer to SIR Warning .	
WARNING: Refer to SIR Inflator Module Handling and Storage Warning .	
Preliminary Procedure Disable the SIR system. Refer to SIR Disabling and Enabling	
1	Steering Wheel Airbag 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. Procedure 1. Fully Insert a small screwdriver or equivalent tool into access holes on the rear left and right side of the steering wheel. 2. Apply and keep constant pressure on handle towards front of vehicle to push the spring fastener inward to release the steering wheel airbag from the steering wheel. 3. Release the connector position assurance (CPA) retainers. 4. Disconnect the electrical connectors. 5. Refer to Inflatable Restraint Module Handling and Scrapping (Europe)Inflatable Restraint Module Handling and Scrapping (Except Europe) 6. Enable the SIR System. Refer to SIR Disabling and Enabling

STEERING WHEEL AIRBAG REPLACEMENT (TERRAIN)

Removal Procedure

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

WARNING: Refer to [SIR Warning](#) .

1. Disable the SIR system. Refer to [SIR Disabling and Enabling](#)
2. Remove Steering Column Upper Trim Cover. Refer to [Steering Column Upper Trim Cover Replacement \(Terrain\)](#)

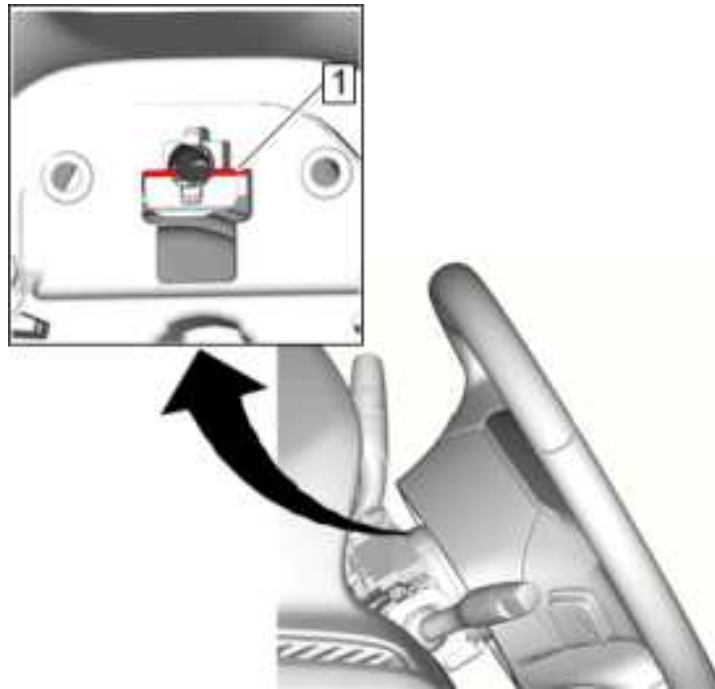


Fig. 9: Steering Wheel And Spring Fasteners
Courtesy of GENERAL MOTORS COMPANY

3. Turn the steering wheel to gain access to the spring fasteners (1) located on the backside of the steering wheel.



Fig. 10: Screwdriver And Spring Fasteners
Courtesy of GENERAL MOTORS COMPANY

NOTE: Rotate the steering wheel so that the service opening is at the top.

4. Insert a screwdriver (1) or equivalent tool into service opening.
5. Apply and keep constant pressure on handle to push spring inward to disengage the spring fastener (2).
6. Rotate and repeat the steps to release the other two spring fasteners (2).

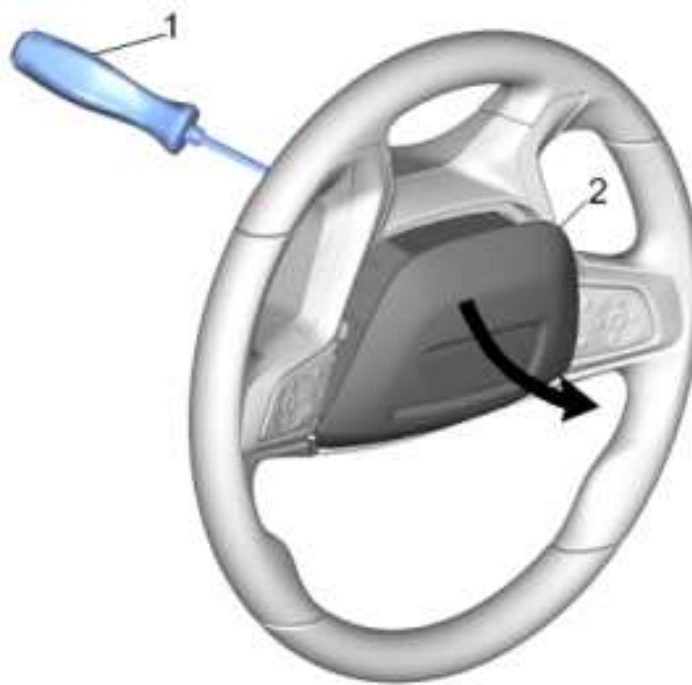


Fig. 11: Steering Wheel Airbag

Courtesy of GENERAL MOTORS COMPANY

7. To release the steering wheel airbag (2) from the steering wheel, move the airbag downward, while the steering wheel remains in the upside-down position.
8. Release the connector position assurance (CPA) retainers.
9. Disconnect the electrical connectors.
10. Remove Steering Wheel Airbag (2)
11. Refer to [Inflatable Restraint Module Handling and Scrapping \(Europe\)](#) [Inflatable Restraint Module Handling and Scrapping \(Except Europe\)](#).

Installation Procedure

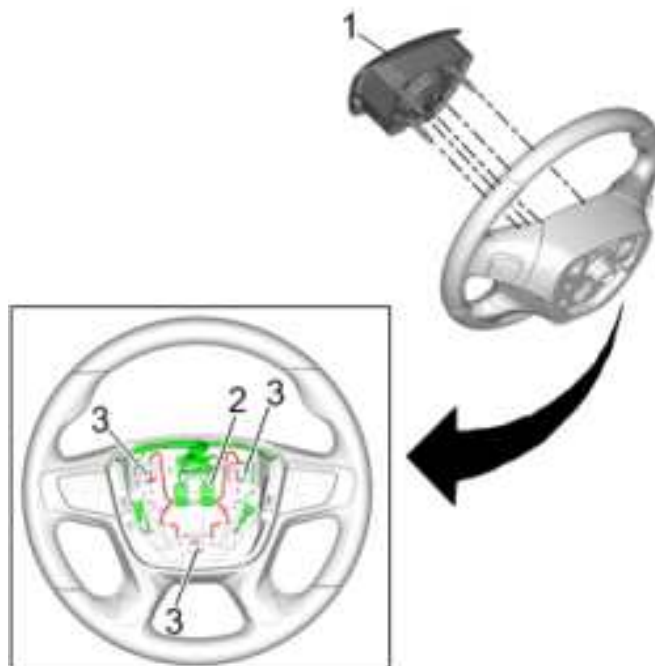


Fig. 12: Electrical Connectors, Spring Fasteners And Steering Wheel Airbag

Courtesy of GENERAL MOTORS COMPANY

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.

1. Connect the electrical connectors (2) and close secondary locking.

2. Align the steering wheel airbag fasteners to the steering wheel spring fastener (3).
3. Push the steering wheel airbag (1) firmly into the steering wheel in order to engage both upper spring fasteners.
4. After both upper spring fasteners snapped in, push at the lower area of the inflatable restraint module to engage the lower spring fastener.
5. Install Steering Column Upper Trim Cover. Refer to [Steering Column Upper Trim Cover Replacement \(Terrain\)](#).
6. Enable the SIR System. Refer to [SIR Disabling and Enabling](#).

STEERING WHEEL AIRBAG COIL REPLACEMENT (EQUINOX)

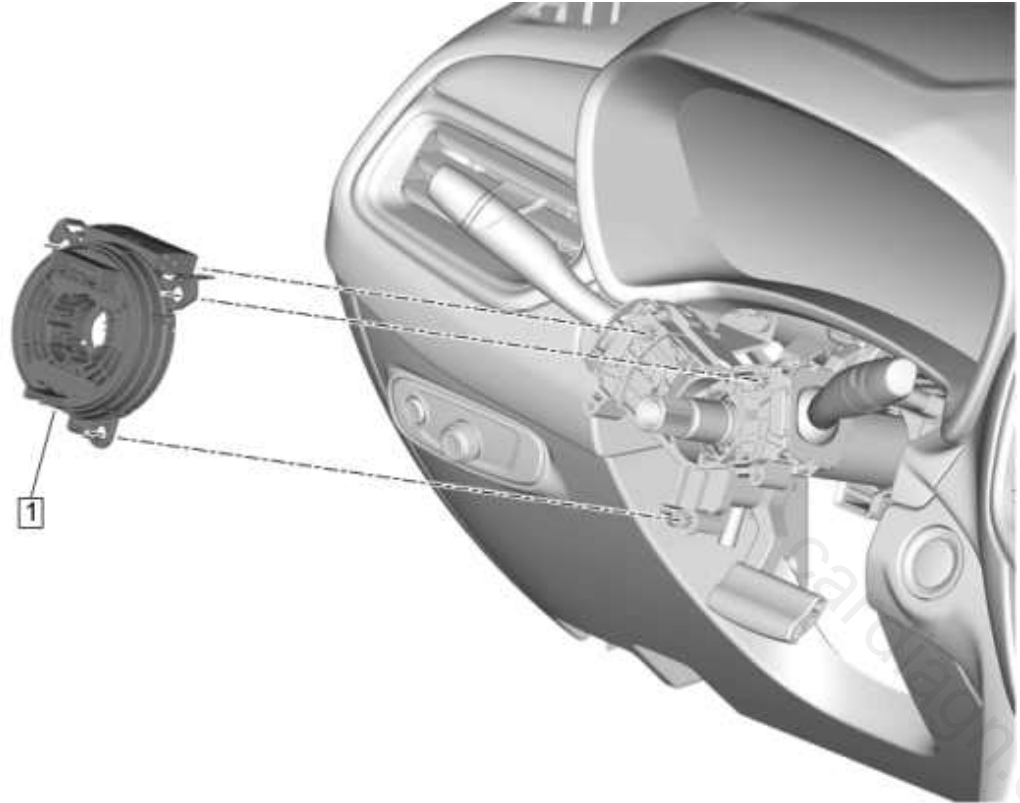


Fig. 13: Steering Wheel Airbag Coil (Equinox)
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove Steering Wheel. Refer to Steering Wheel Replacement (Equinox) 2. Remove Steering Column Lower Trim Cover. Refer to Steering Column Lower Trim Cover Replacement (Equinox)	
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. Refer to Airbag Steering Wheel Module Coil Centering

STEERING WHEEL AIRBAG COIL REPLACEMENT (TERRAIN)

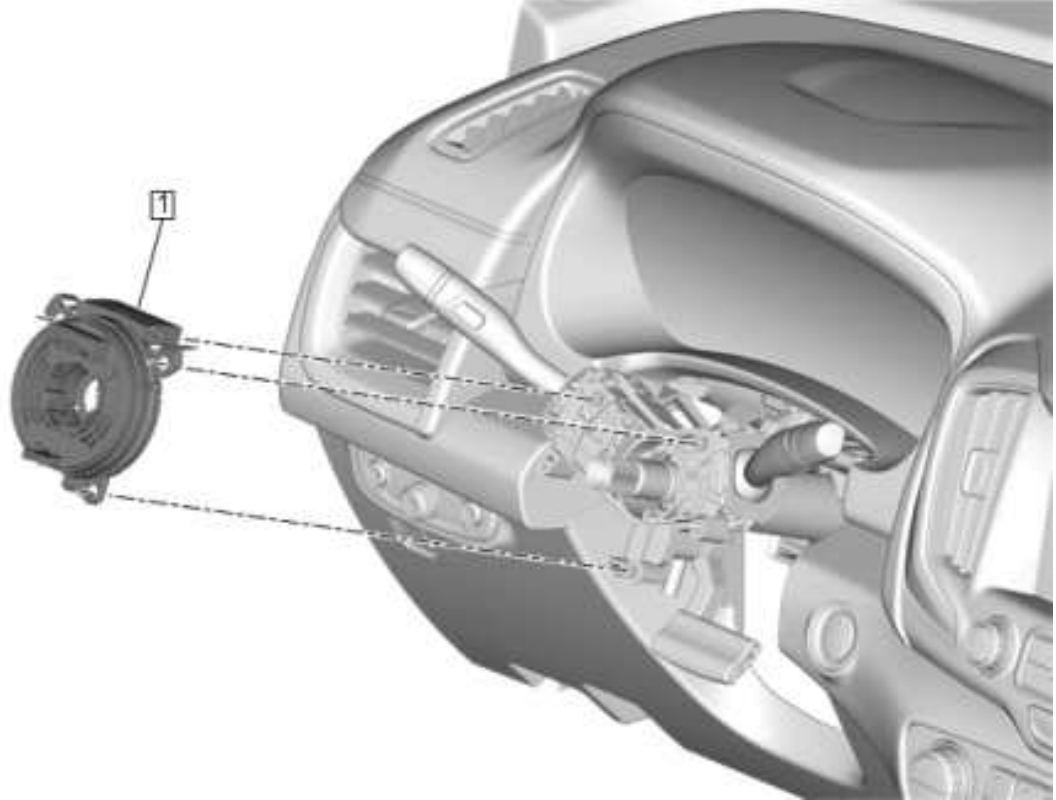


Fig. 14: Steering Wheel Airbag Coil (Terrain).
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove Steering Wheel. Refer to Steering Wheel Replacement (Terrain) 2. Remove Steering Column Lower Trim Cover. Refer to Steering Column Lower Trim Cover Replacement (Terrain)	
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. Refer to Airbag Steering Wheel Module Coil Centering

AIRBAG STEERING WHEEL MODULE COIL CENTERING



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.

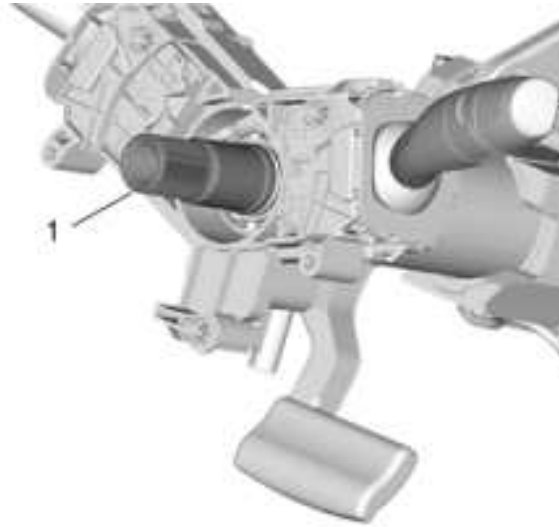


Fig. 16: Block Tooth
Courtesy of GENERAL MOTORS COMPANY

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. 17: Uplead Post And Centering Window
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 approximately 2.5 turns until the uplead post (1) is at the 12 o'clock position.
 4. View the centering window (2) and ensure the 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 (EQUINOX)

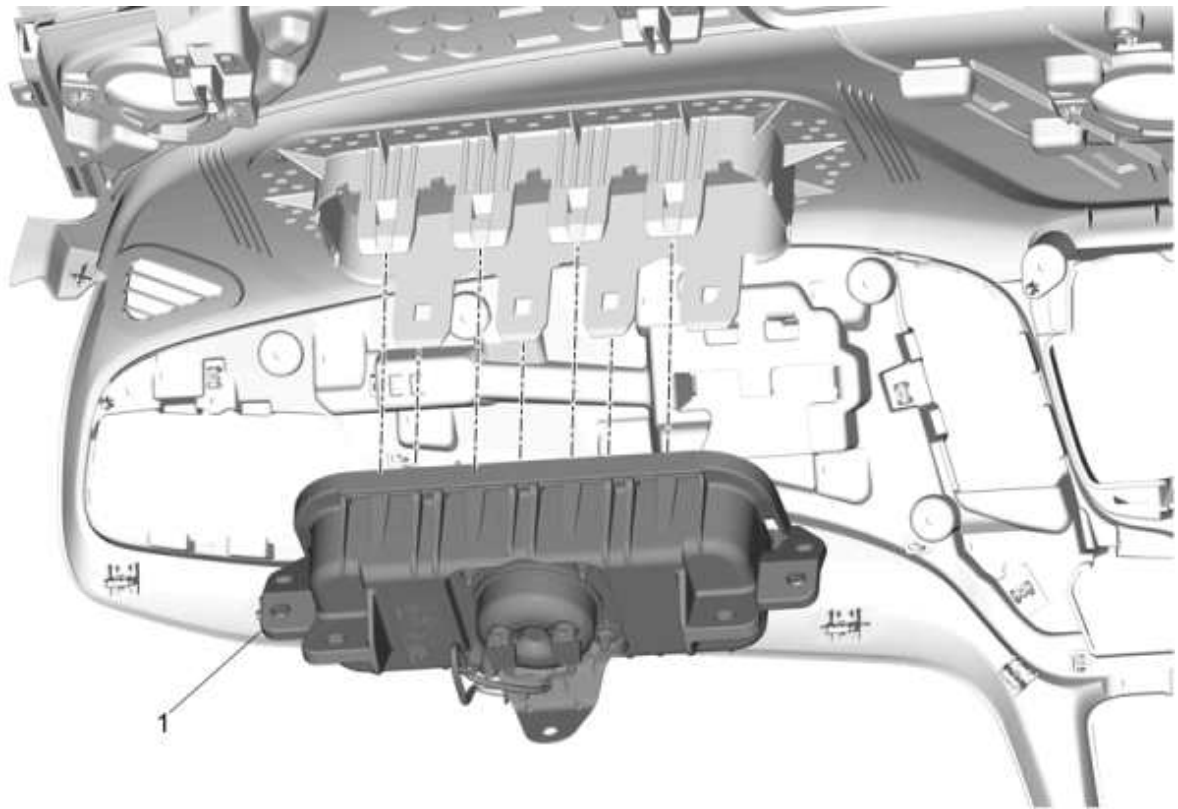


Fig. 18: Instrument Panel Airbag (Equinox)
Courtesy of GENERAL MOTORS COMPANY

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. Refer to SIR Disabling and Enabling 2. Remove Instrument Panel Upper Trim Panel. Refer to Instrument Panel Upper Trim Panel Replacement (Equinox).	
1	Instrument Panel Airbag Procedure 1. Refer to Inflatable Restraint Module Handling and Scrapping (Europe)Inflatable Restraint Module Handling and Scrapping (Except Europe). 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. 3. Enable the SIR System. Refer to SIR Disabling and Enabling

INSTRUMENT PANEL AIRBAG REPLACEMENT (TERRAIN)

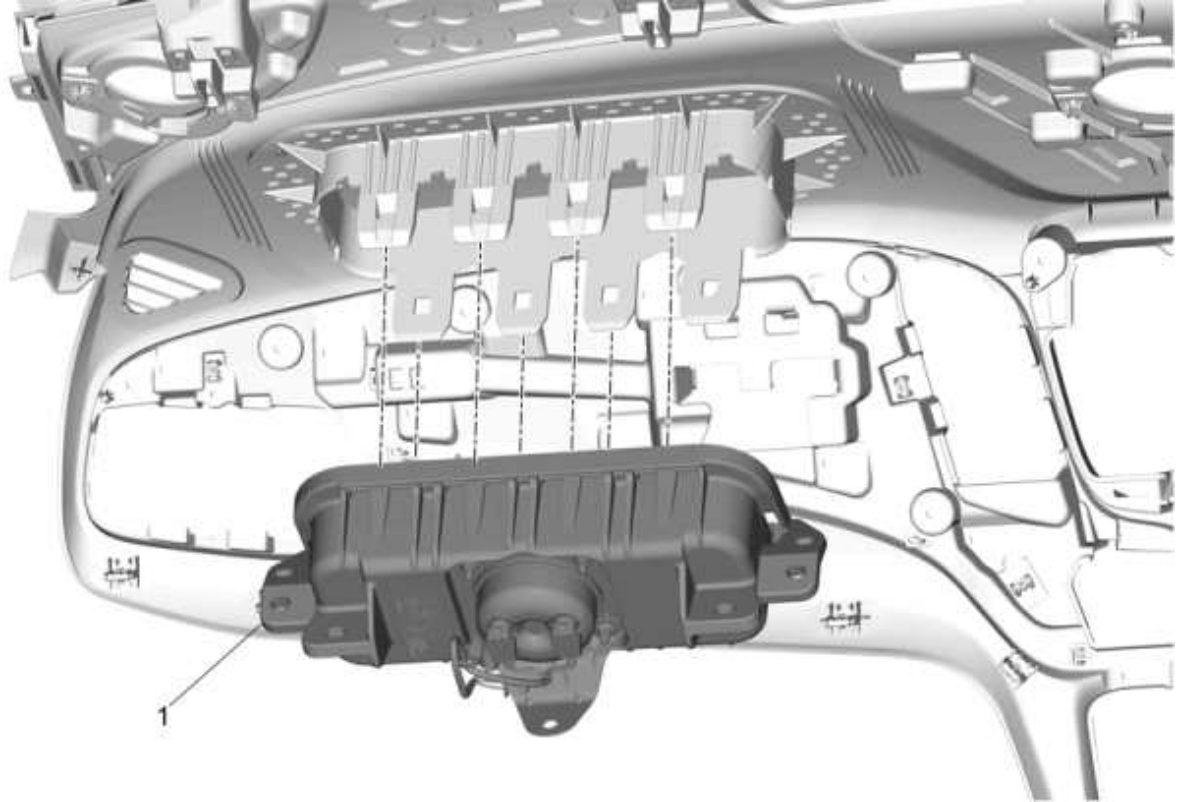


Fig. 19: Instrument Panel Airbag (Terrain)
 Courtesy of GENERAL MOTORS COMPANY

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. Refer to SIR Disabling and Enabling 2. Remove Instrument Panel Upper Trim Panel. Refer to Instrument Panel Upper Trim Panel Replacement (Terrain)	
1	Instrument Panel Airbag Procedure 1. Refer to Inflatable Restraint Module Handling and Scrapping (Europe) Inflatable Restraint Module Handling and Scrapping (Except Europe) 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. 3. Enable the SIR System. Refer to SIR Disabling and Enabling

AIRBAG FRONT PASSENGER PRESENCE MODULE REPLACEMENT



Fig. 20: Airbag Front Passenger Presence Module

Courtesy of GENERAL MOTORS COMPANY

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 Remove Front Seat Cushion Cover and Pad. Refer to Front Seat Cushion Cover and Pad Replacement	
1	Airbag Front Passenger Presence Module Retainer (Qty: 2)
2	Airbag Front Passenger Presence Module Procedure 1. Unhook the module from the bracket on the underside of seat frame and push up through seat pan. 2. Disconnect the electrical connector and remove the sensor and module from the seat pan. 3. Rezero the module after installation. Refer to Passenger Presence System Rezeroing

FRONT AND REAR ROW SEAT ROOF RAIL AIRBAG REPLACEMENT

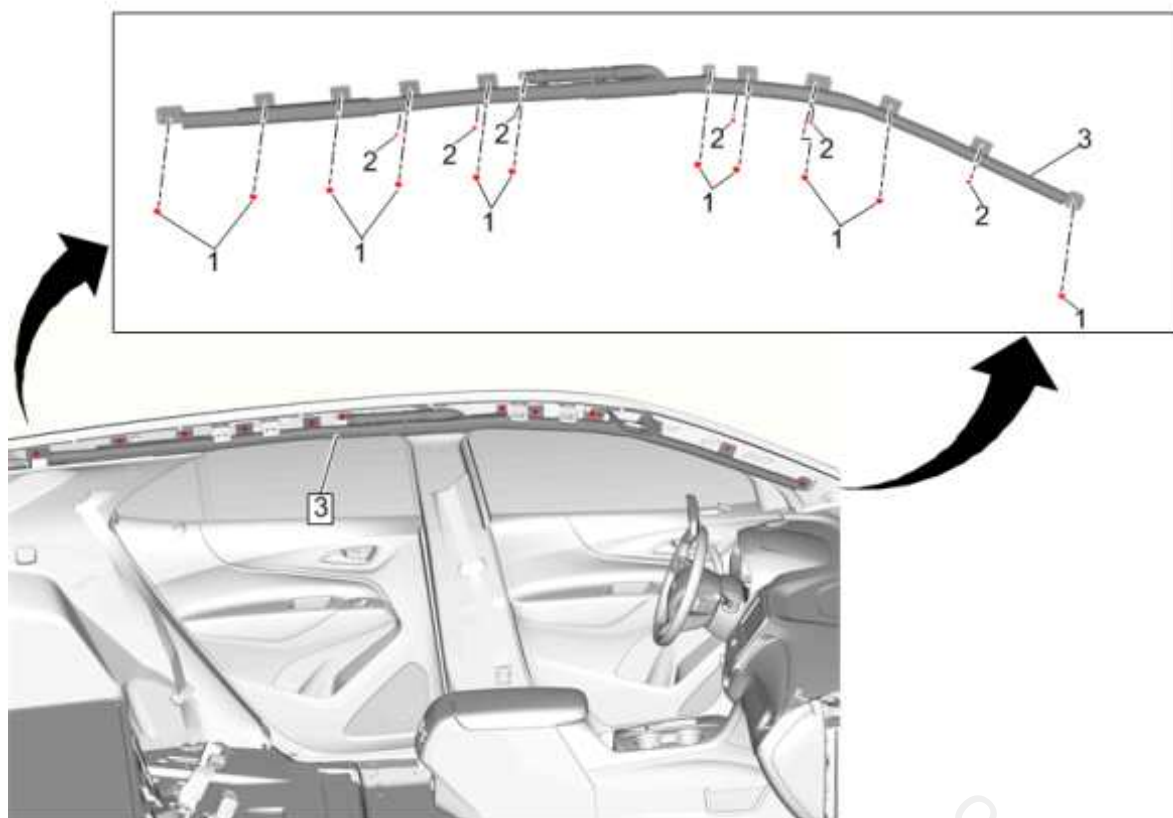


Fig. 21: Front And Rear Row Seat Roof Rail Airbag
Courtesy of GENERAL MOTORS COMPANY

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. Refer to SIR Disabling and Enabling 2. Remove Headlining Trim Panel. Refer to Headlining Trim Panel Replacement	
1	Front and Rear Row Seat Roof Rail Airbag Fastener (Qty: 11) CAUTION: Refer to Fastener Caution . Tighten 9 N.m (80 lb in)
2	Front and Rear Row Seat Roof Rail Airbag Retainer (Qty: 6)

Callout	Component Name
3	Front and Rear Row Seat Roof Rail Airbag Procedure 1. Disconnect the electrical connector. 2. Remove the roof side rail inflatable restraint module from the vehicle. 3. Refer to Inflatable Restraint Module Handling and Scrapping (Europe)Inflatable Restraint Module Handling and Scrapping (Except Europe). 4. Enable the SIR System. Refer to SIR Disabling and Enabling

FRONT SEAT OUTBOARD SEAT BACK AIRBAG REPLACEMENT

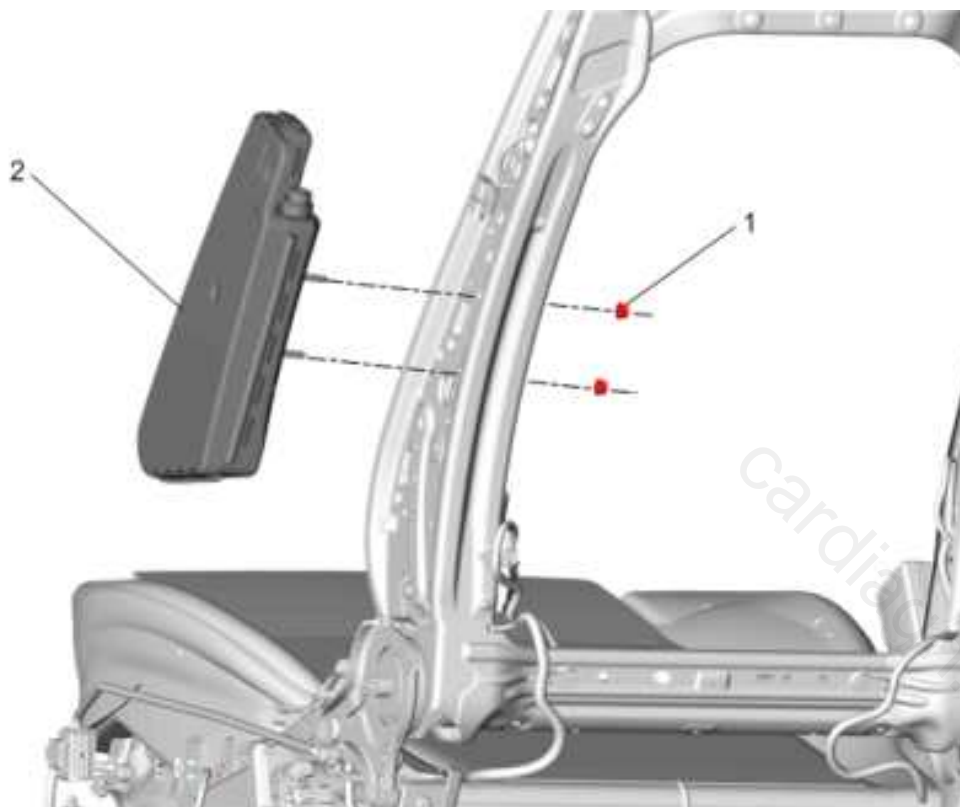


Fig. 22: Front Seat Outboard Seat Back Airbag
 Courtesy of GENERAL MOTORS COMPANY

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 Remove Driver or Passenger Seat Back Cover and Pad. Refer to Driver or Passenger Seat Back Cover and Pad Replacement	

Callout	Component Name
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. Refer to Inflatable Restraint Module Handling and Scrapping (Europe)Inflatable Restraint Module Handling and Scrapping (Except Europe).

AIRBAG SIDE IMPACT REAR SENSOR REPLACEMENT

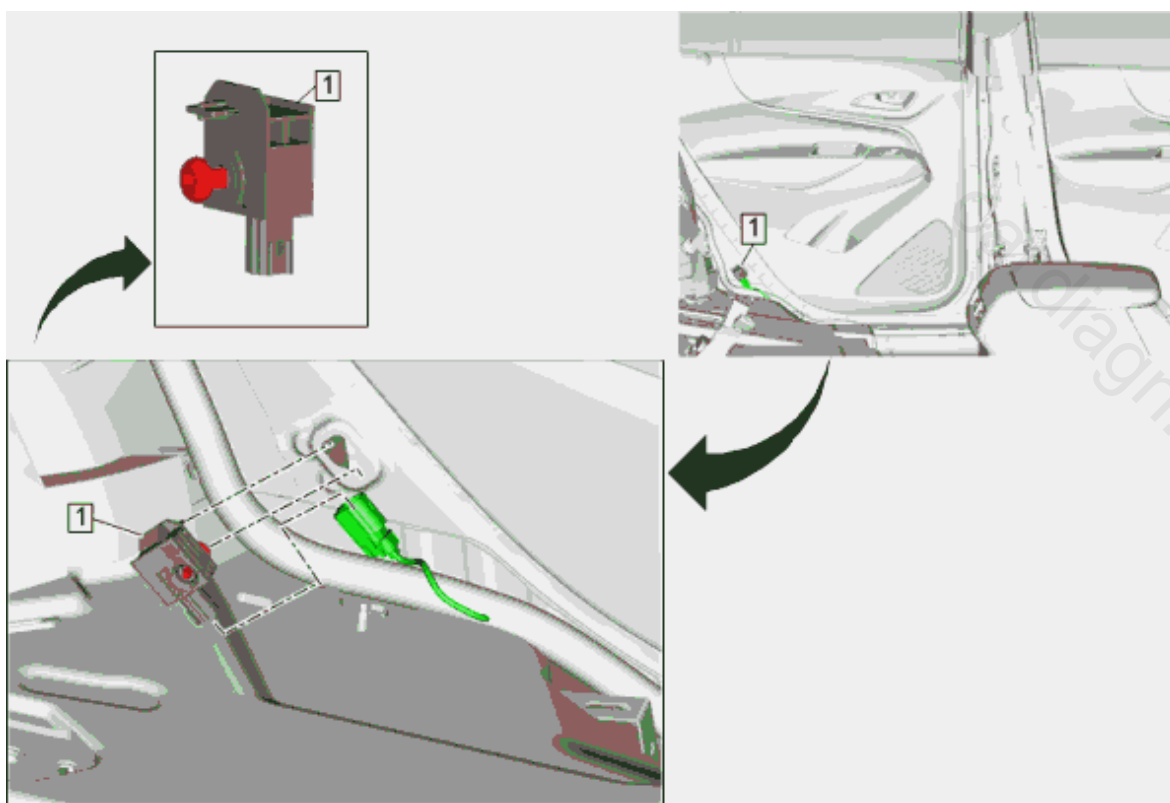


Fig. 23: Airbag Side Impact Rear Sensor

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

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. Refer to SIR Disabling and Enabling 2. Remove Quarter Lower Rear Trim Panel (Left Side). Refer to Quarter Lower Rear Trim Panel Replacement (Left Side) 3. Reposition the carpet as necessary.
1	Airbag Side Impact Rear Sensor 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. The bolts are integral to the sensor assembly, DO NOT remove separately. 4. Enable the SIR System. Refer to 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)

INSTRUMENT PANEL AIRBAG DISABLE SWITCH REPLACEMENT (EQUINOX WITH C99)

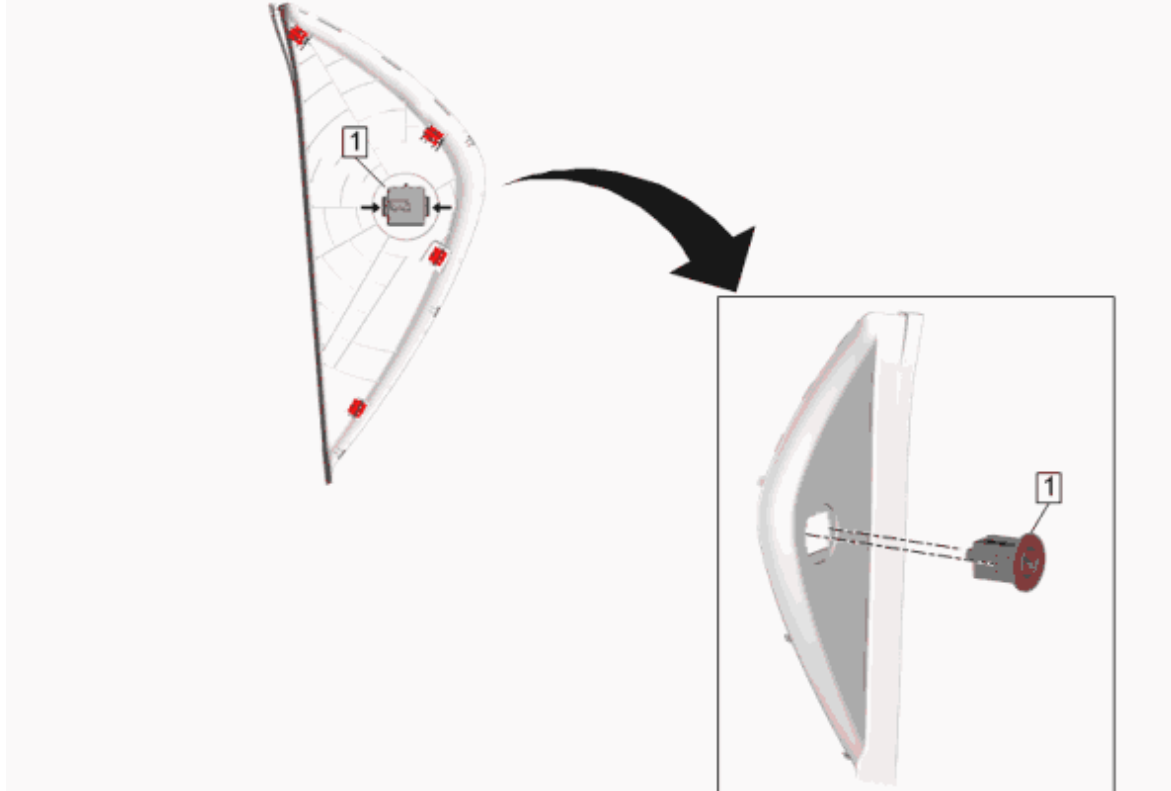


Fig. 24: Instrument Panel Airbag Disable Switch (Equinox With C99)

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Refer to SIR Warning .	
Preliminary Procedures 1. Disable the SIR system. Refer to SIR Disabling and Enabling 2. Remove Instrument Panel Outer Trim Cover. Refer to Instrument Panel Outer Trim Cover Replacement (Equinox).	
1	Instrument Panel Airbag Disable Switch Procedure 1. Use a small flat-bladed tool to depress the tabs on the back side of the switch and push the switch out from the instrument panel outer trim cover. 2. Disconnect the electrical connector. 3. Enable the SIR System. Refer to SIR Disabling and Enabling

FRONT SEAT BELT RETRACTOR REPLACEMENT

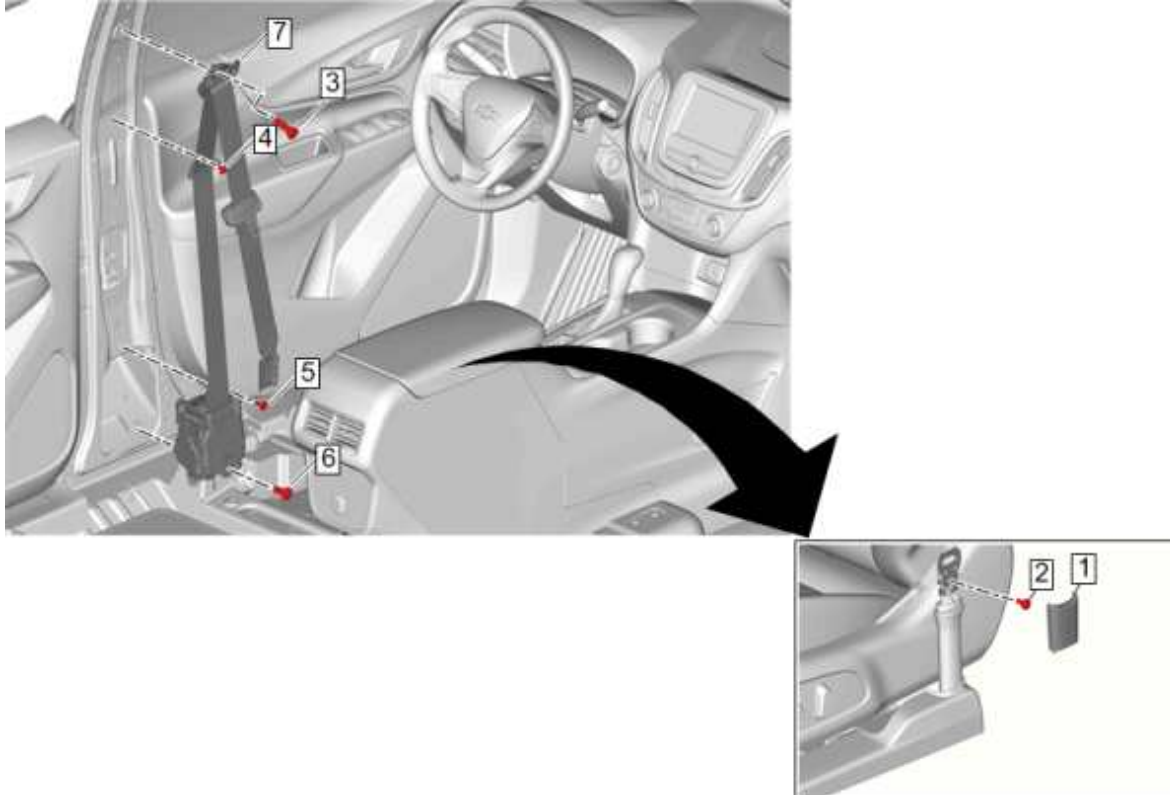


Fig. 25: Front Seat Belt Retractor

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
WARNING: Refer to SIR Warning .	
WARNING: Refer to SIR Inflator Module Handling and Storage Warning .	
WARNING: In order to prevent accidental deployment and the risk of personal injury, do not dispose of an undeployed inflatable restraint seat belt pretensioner as normal shop waste. Undeployed seat belt pretensioners contain substances that could cause severe illness or personal injury if their sealed containers are damaged during disposal. Use the following deployment procedures to safely dispose of an undeployed seat belt pretensioner. Failure to observe the following disposal methods may be a violation of appropriate country, regional or local laws.	
Preliminary Procedures 1. Disable the SIR system. Refer to SIR Disabling and Enabling 2. Remove Center Pillar Lower Trim Panel. Refer to Center Pillar Lower Trim Panel Replacement (Equinox) Center Pillar Lower Trim Panel Replacement (Terrain) 3. Move the front seat to a full forward and full up position.	
1	Front Seat Belt Anchor Plate Tensioner Cover Procedure Use a small flat bladed tool to open the front seat belt anchor plate tensioner bolt cap to access the fastener.

Callout	Component Name
2	Front Seat Belt Anchor Plate Tensioner Bolt CAUTION: Refer to Fastener Caution . Tighten 6 N.m (53 lb in)
3	Front Seat Belt Retractor D Ring Bolt Tighten 45 N.m (33 lb ft)
4	Front Seat Belt Retractor Guide Retainer
5	Front Seat Belt Retractor Bolt - Upper Tighten 9 N.m (80 lb in)
6	Front Seat Belt Retractor Bolt - Lower Tighten 45 N.m (33 lb ft)
7	Front Seat Belt Retractor Procedure 1. Disconnect the electrical connector. 2. Refer to Pretensioner Handling and Scrapping (Europe)Pretensioner Handling and Scrapping (Except Europe) 3. Enable the SIR System. Refer to SIR Disabling and Enabling

FRONT SEAT BELT ANCHOR PLATE TENSIONER REPLACEMENT



Fig. 26: Front Seat Belt Anchor Plate Tensioner
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

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. Refer to SIR Disabling and Enabling 2. Remove Driver or Passenger Seat Adjuster Finish Cover. Refer to Driver or Passenger Seat Adjuster Finish Cover Replacement 3. Remove the driver or passenger seat belt anchor plate tensioner cover and fastener. Refer to Front Seat Belt Retractor Replacement	
1	Front Seat Belt Tensioner Bolt CAUTION: Refer to Fastener Caution . Tighten 45 N.m (33 lb ft)
2	Front Seat Belt Anchor Plate Tensioner Procedure 1. Disconnect the electrical connector. 2. Enable the SIR System. Refer to 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.

- 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 the Inflatable Restraint Sensing and Diagnostic Module has set DTC B0052 and will not clear
- 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 connector - Inspect for melting, scorching, or other damage due to excessive heat. If damage is found, replace the component.
- Passenger instrument panel air bag wiring connector - Inspect for melting, scorching, or other damage due to excessive heat. If damage is found, replace the connector. Refer to [SIR/SRS Wiring Repairs](#).
- Mounting points or mounting hardware for the passenger instrument panel air bag, steering wheel air bag, Inflatable Restraint Sensing and Diagnostic Module, 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 the Inflatable Restraint Sensing and Diagnostic Module has set DTC B0052 and will not clear.
- 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 Inflatable Restraint Sensing and Diagnostic Module 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 (EUROPE)

Special Tools

EL-38826 SIR Deployment Harness

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

At the end 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 only deploy the air bag inside of the vehicle.

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.

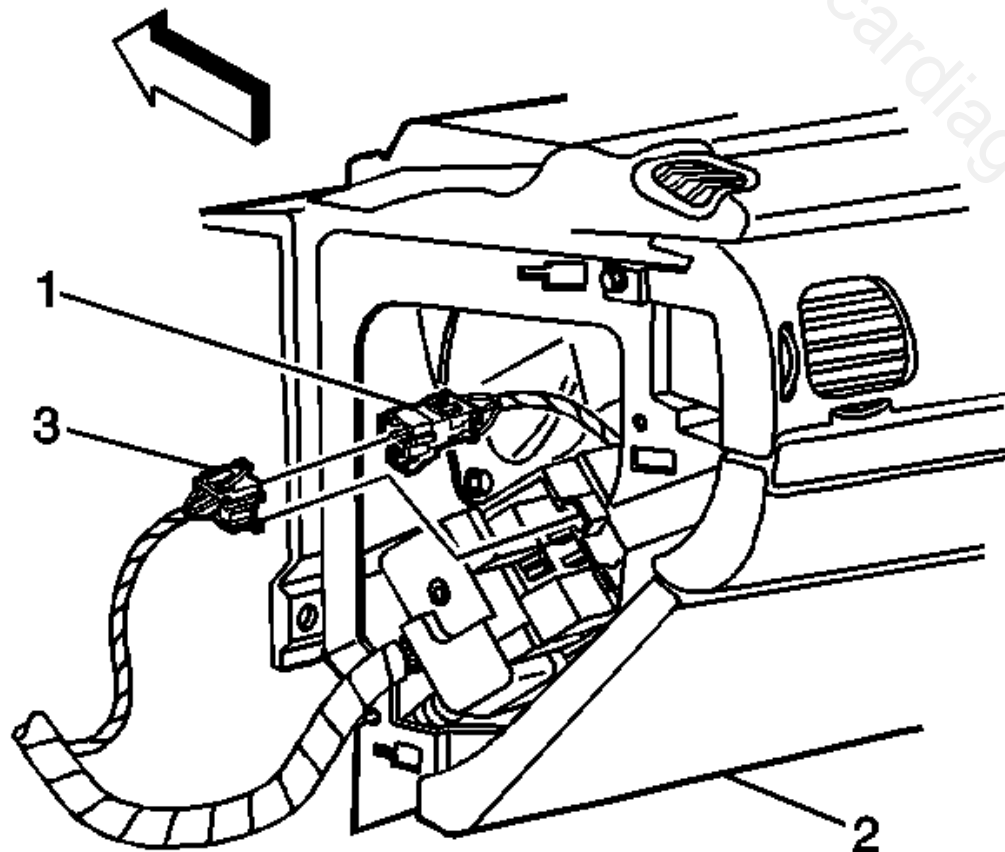


Fig. 27: Steering Wheel Air Bag Connector And Vehicle Harness Connector
Courtesy of GENERAL MOTORS COMPANY

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).

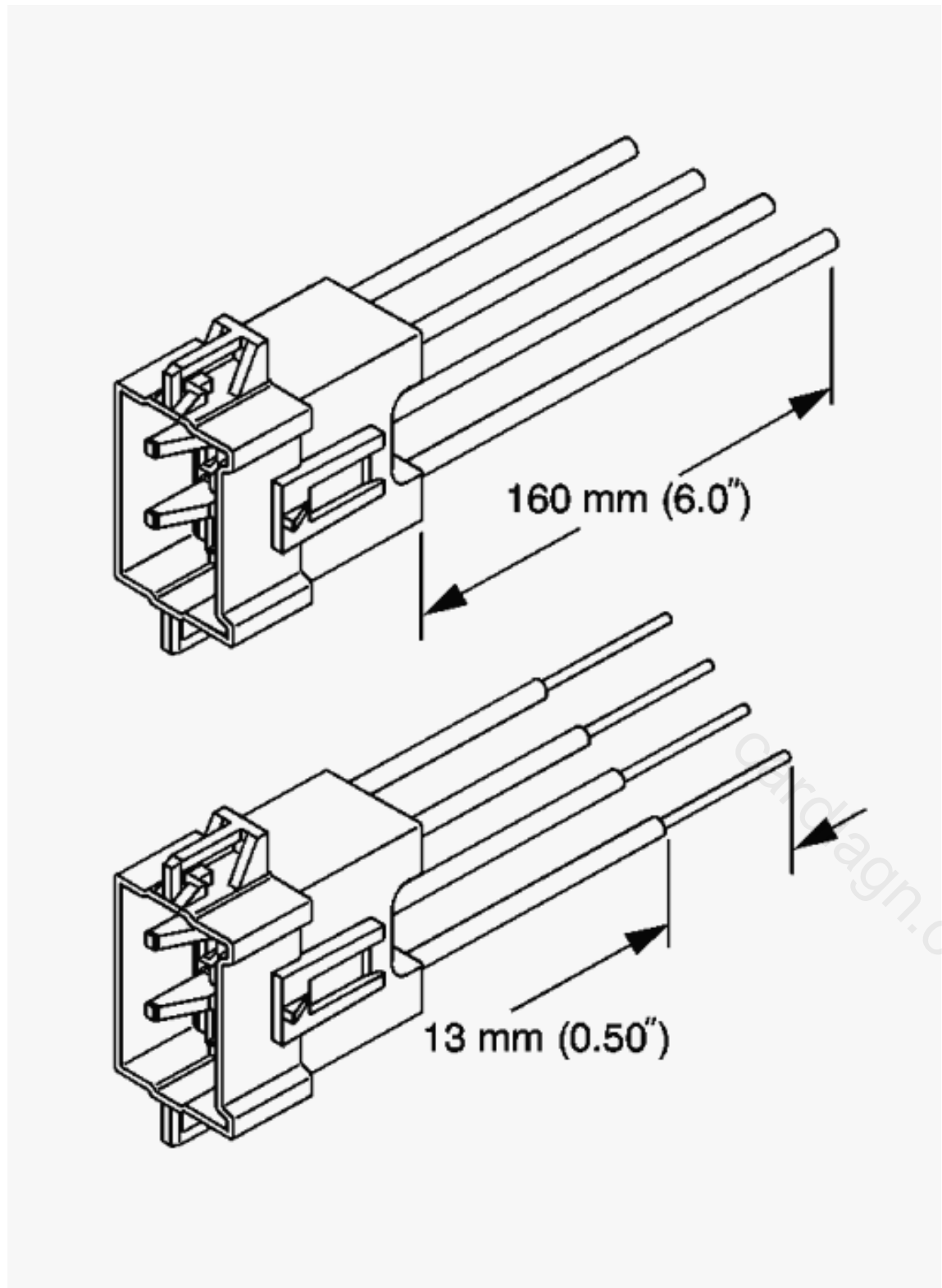


Fig. 28: Stripping SIR Wires

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.

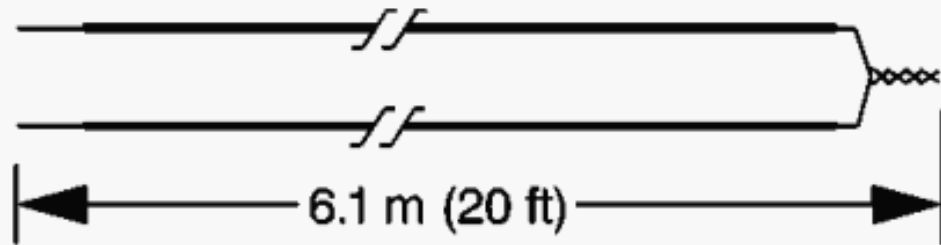


Fig. 29: Fabricating 20 Ft. Deployment Harness
Courtesy of GENERAL MOTORS COMPANY

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.

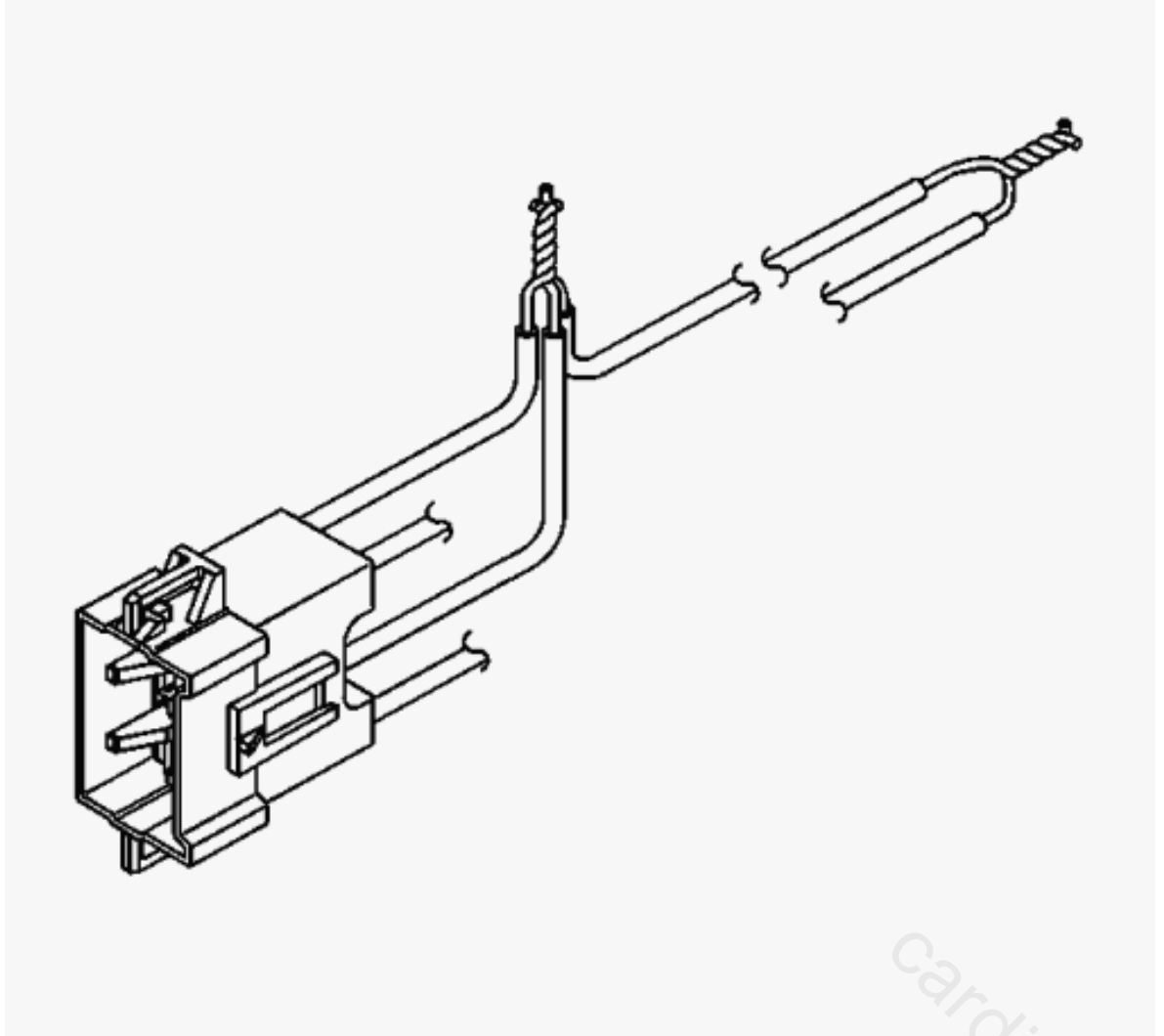


Fig. 30: Twisting Connector Wire Leads (High Circuits) To Deployment Harness Wire
Courtesy of GENERAL MOTORS COMPANY

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.

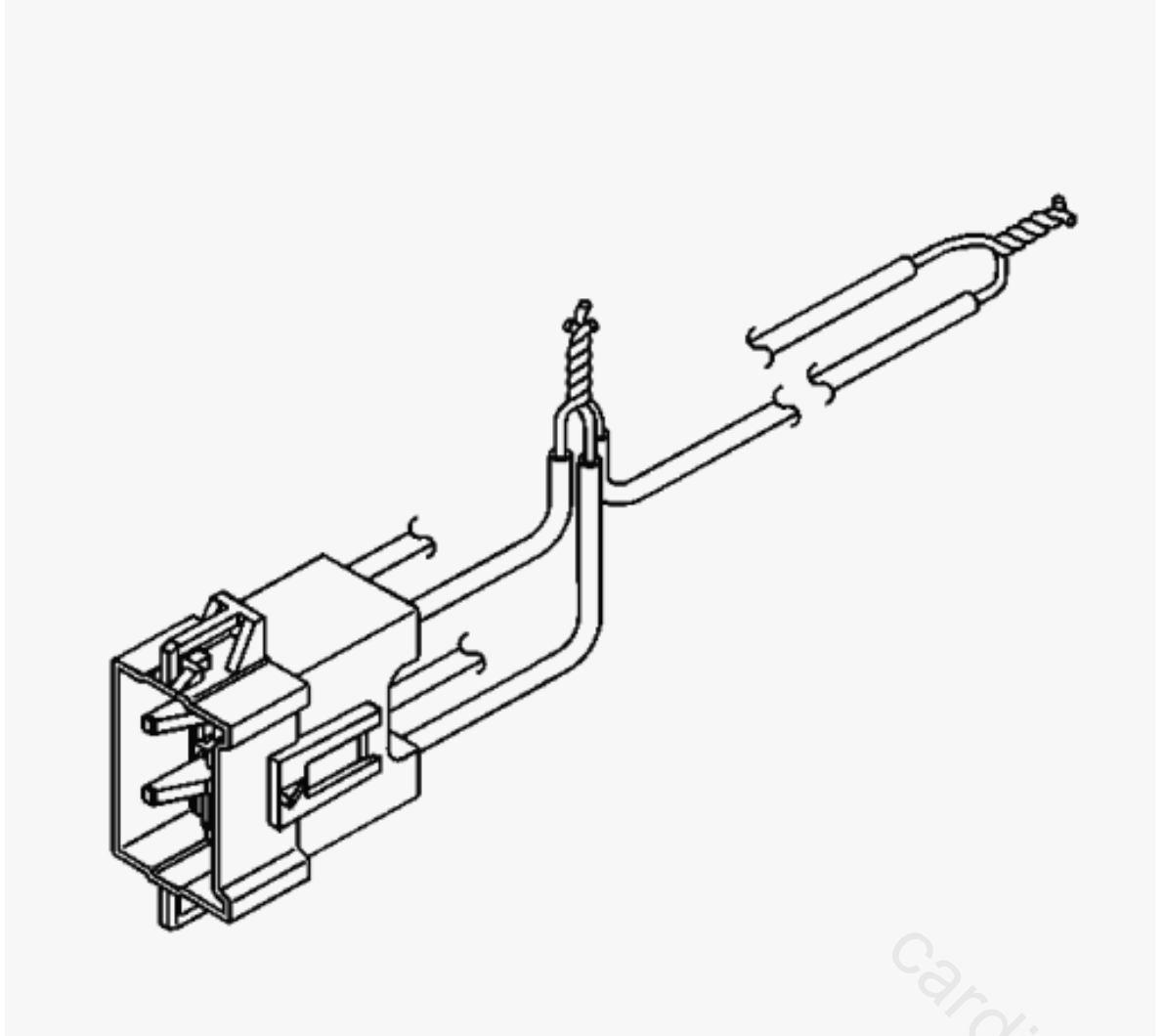


Fig. 31: Twisting Connector Wire Leads (Low Circuits) To Deployment Harness Wire
Courtesy of GENERAL MOTORS COMPANY

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.

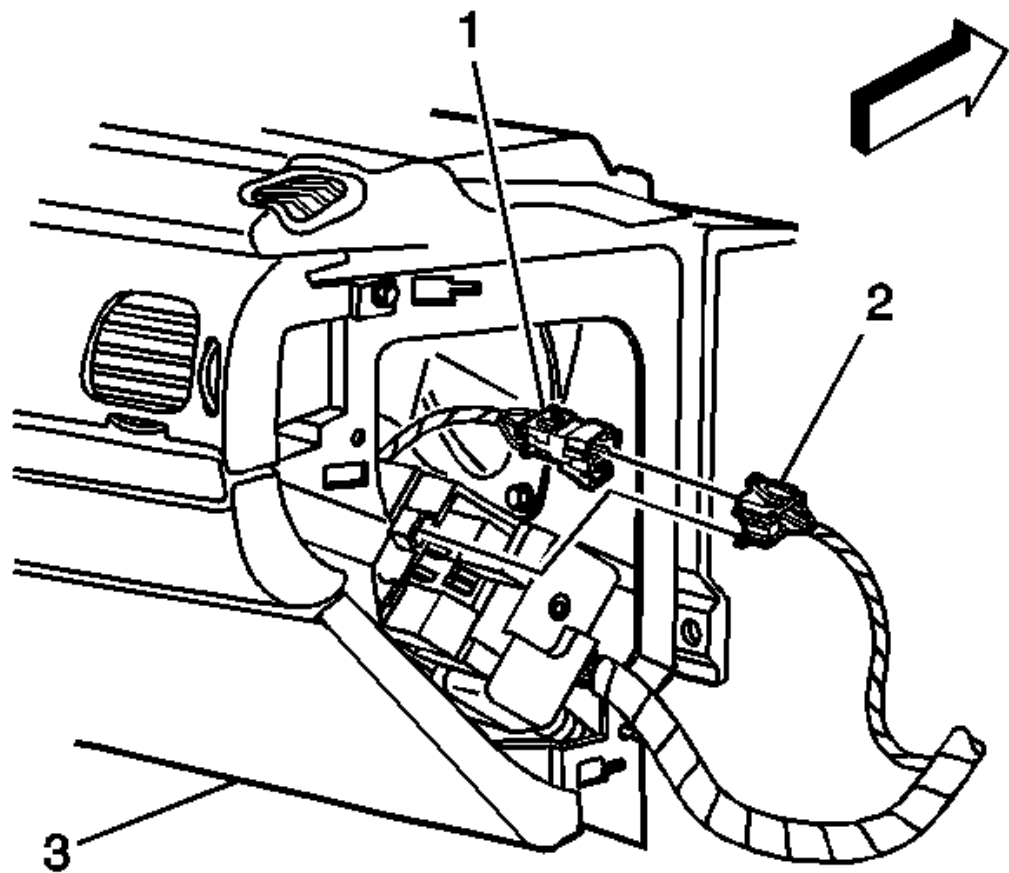


Fig. 32: Instrument Panel Air Bag Yellow Harness Connector And Vehicle Harness Connector
 Courtesy of GENERAL MOTORS COMPANY

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.

INFLATABLE RESTRAINT MODULE HANDLING AND SCRAPPING (EXCEPT EUROPE)

NOTE: Do not use this document if vehicle is being serviced in Europe.

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.

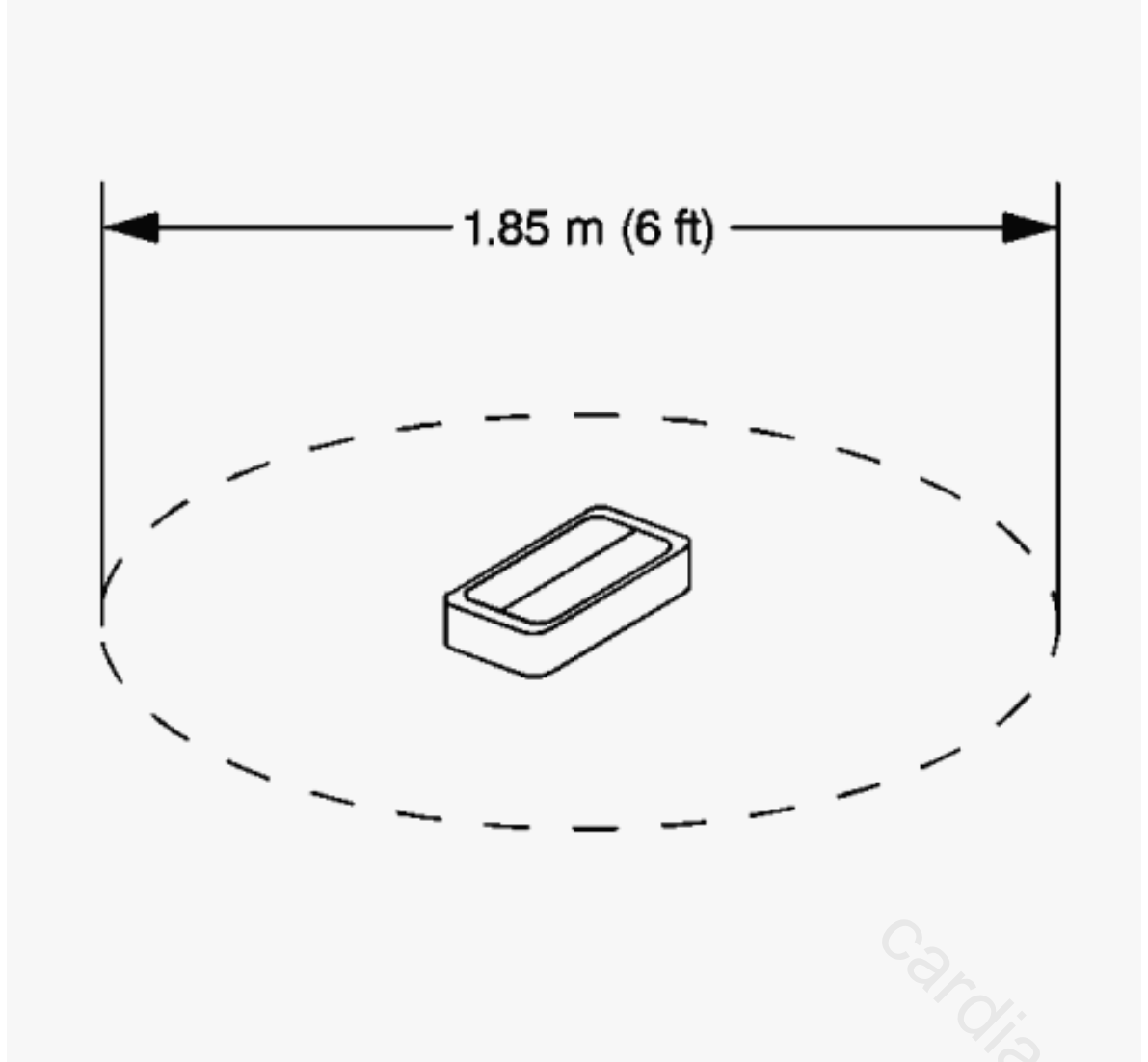


Fig. 33: Clearance For Deployment Of Inflator Module

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.

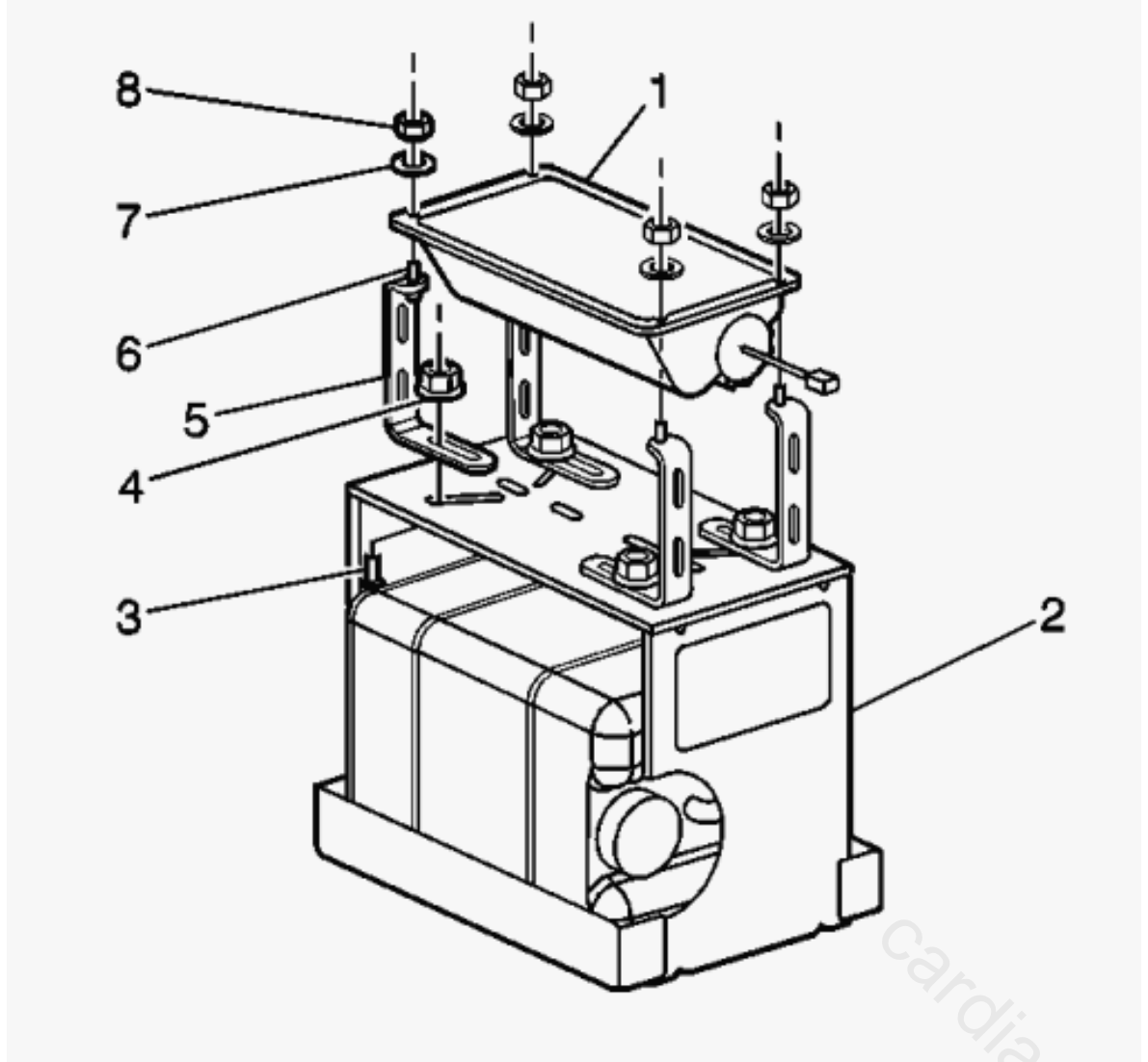


Fig. 34: Attaching I/P Module To Deployment Fixture
Courtesy of GENERAL MOTORS COMPANY

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).

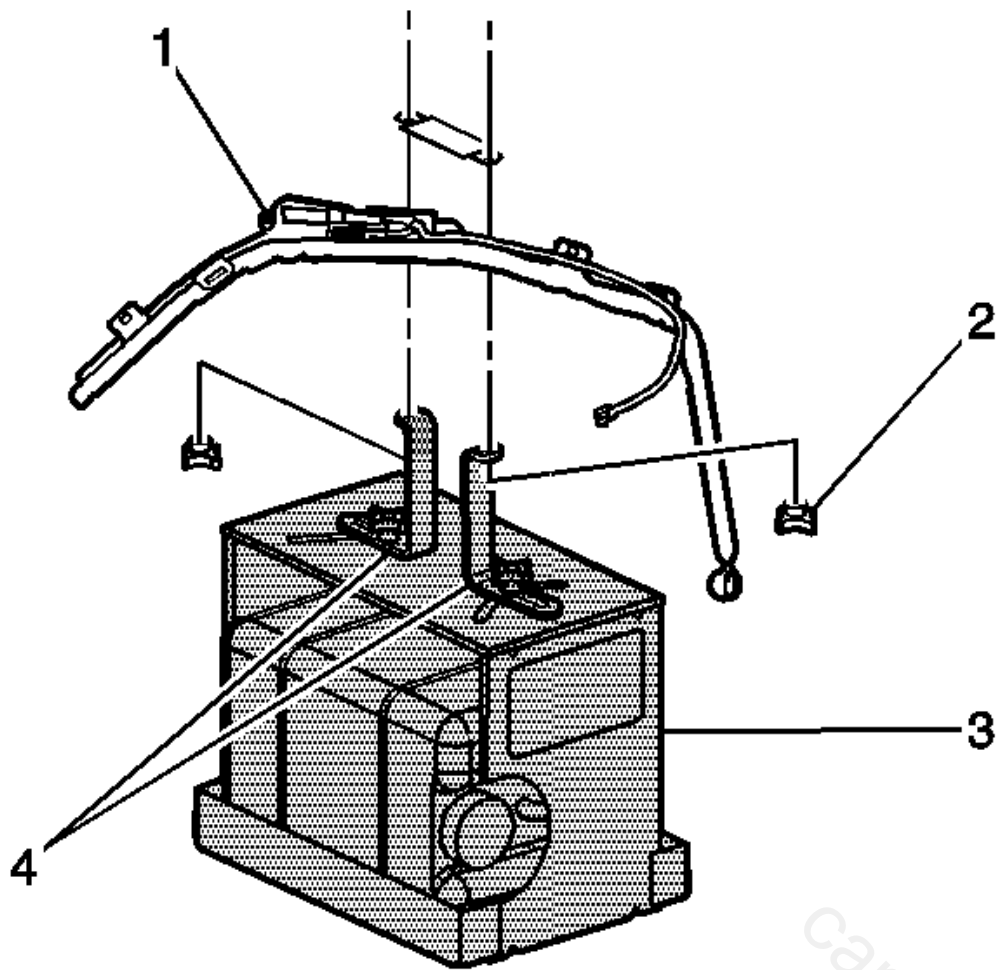


Fig. 35: Attaching Roof Rail Module To Deployment Fixture
Courtesy of GENERAL MOTORS COMPANY

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.

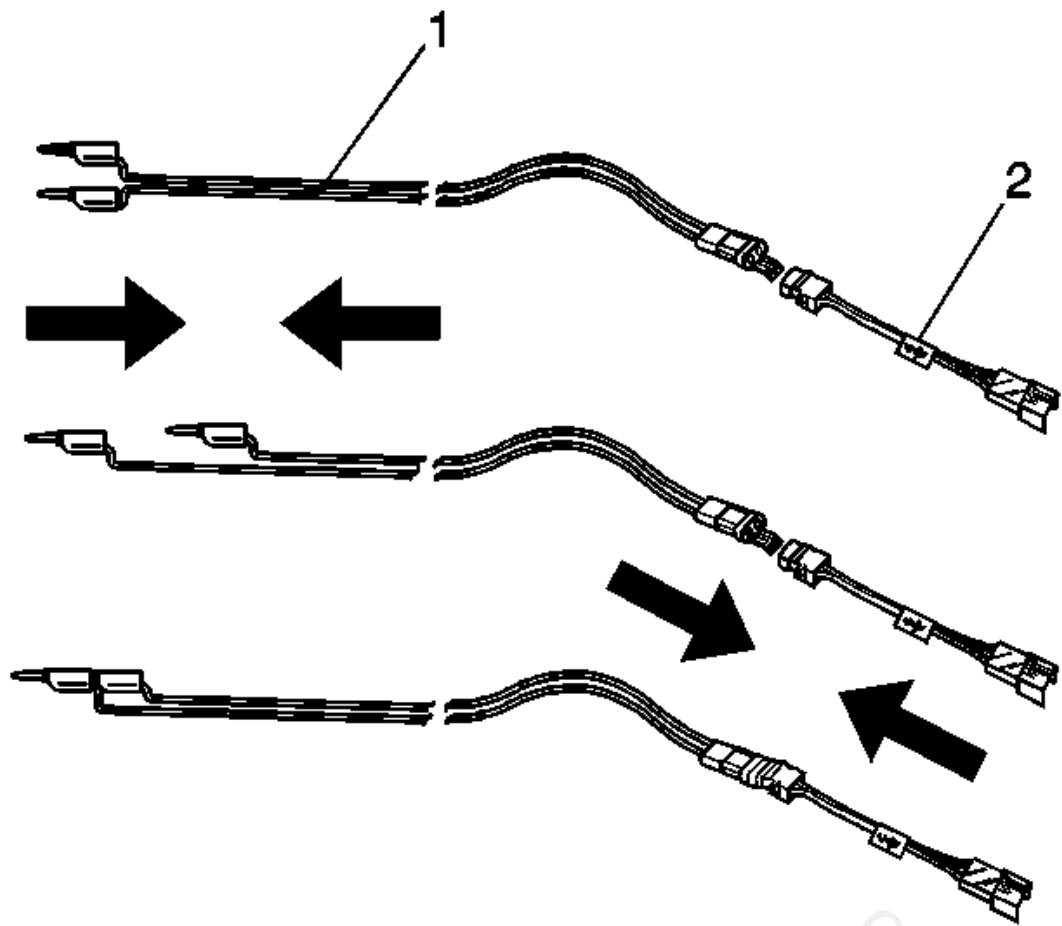


Fig. 36: SIR Deployment Harness And Adapter
Courtesy of GENERAL MOTORS COMPANY

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).

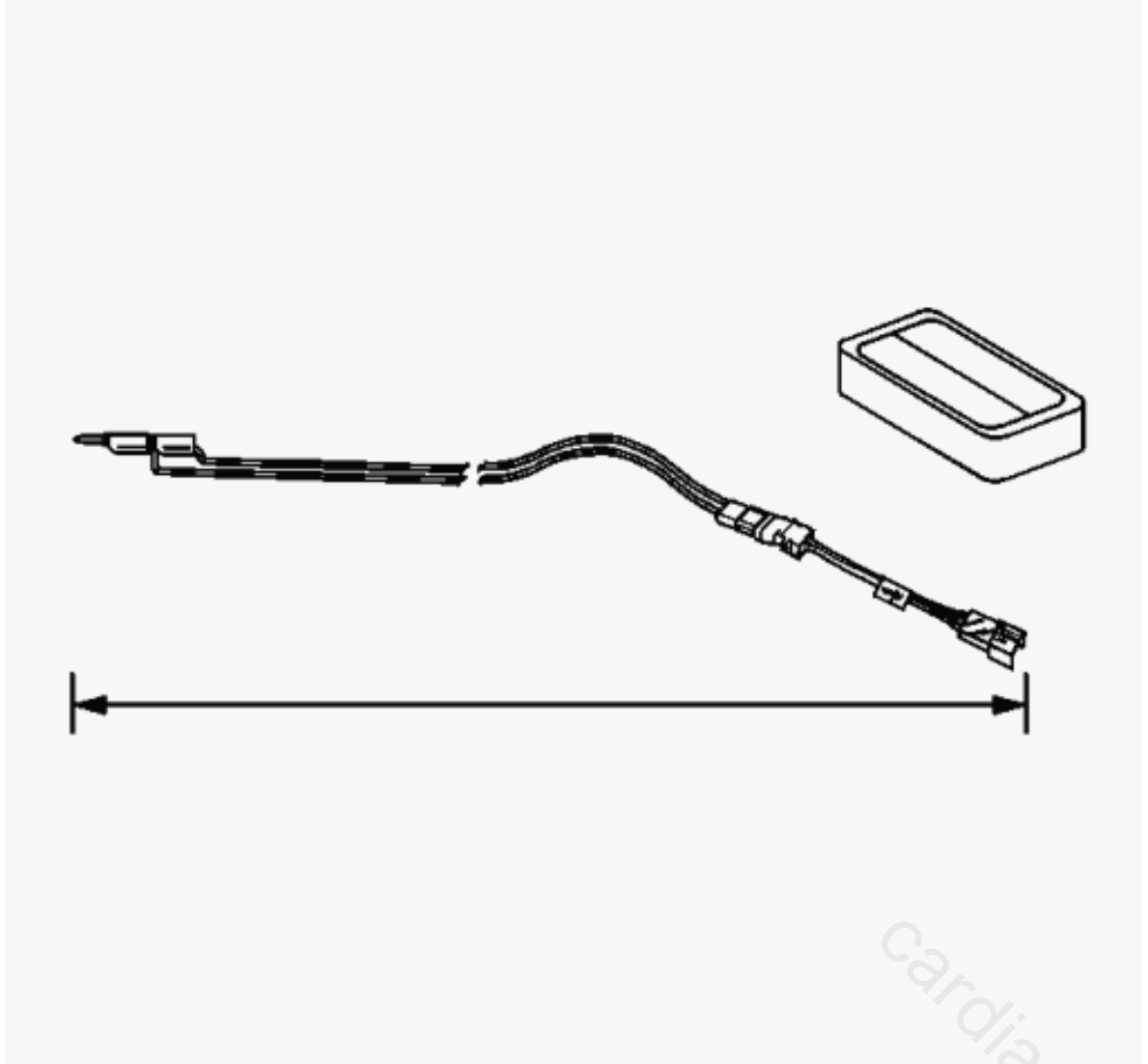


Fig. 37: Extending SIR Deployment Harness And Adapter
Courtesy of GENERAL MOTORS COMPANY

11. Extend the SIR deployment harness and adapter to the full length from the deployment fixture or area.

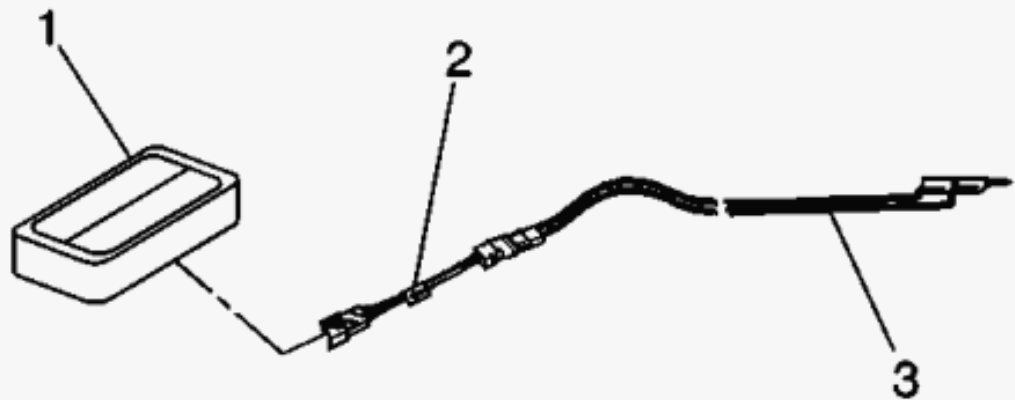


Fig. 38: Inflator Module, SIR Deployment Harness And Adapter
Courtesy of GENERAL MOTORS COMPANY

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.

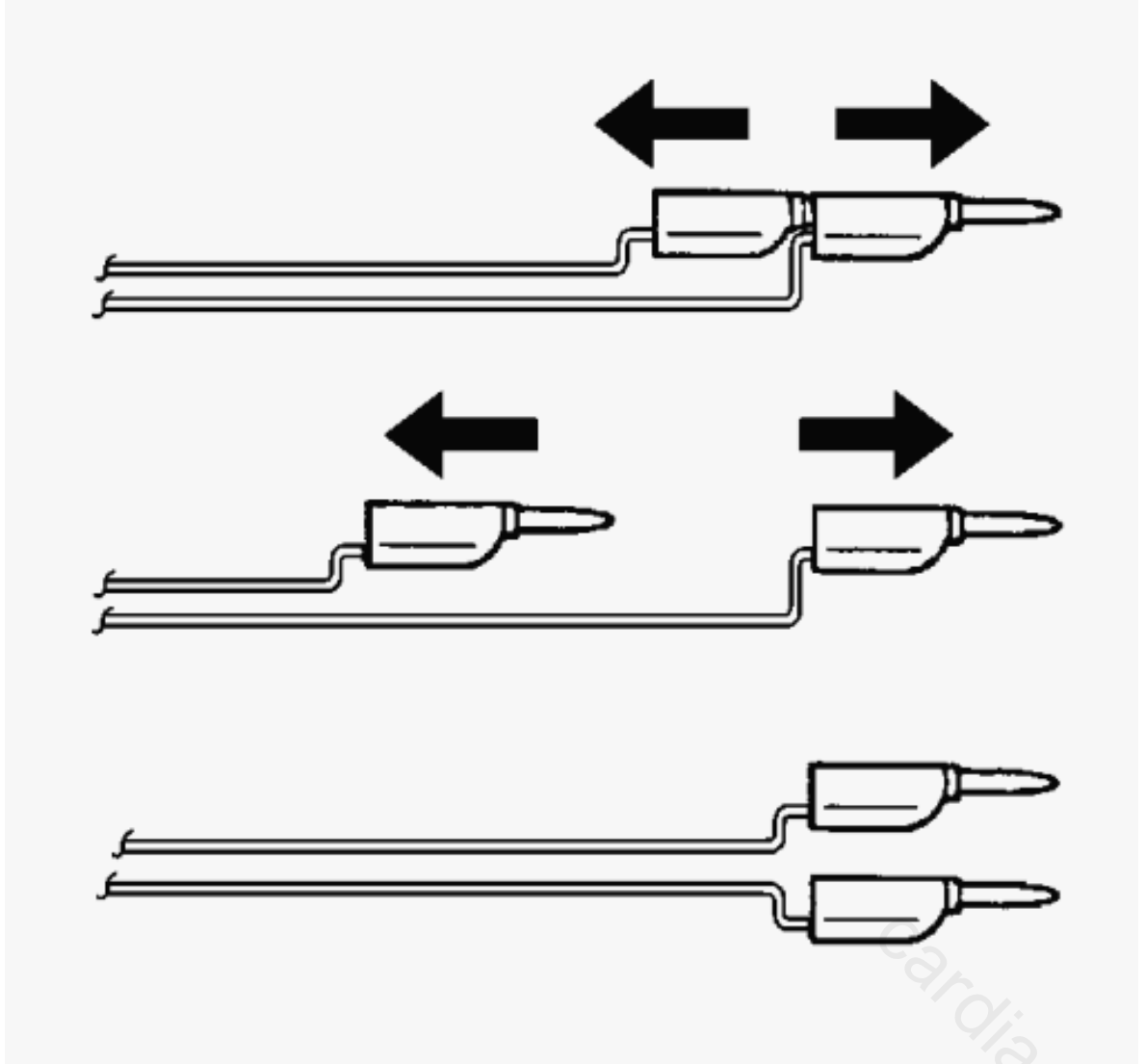


Fig. 39: Separating Banana Plugs

Courtesy of GENERAL MOTORS COMPANY

14. Separate the 2 banana plugs on the SIR deployment harness that were shorted together earlier in the procedure.

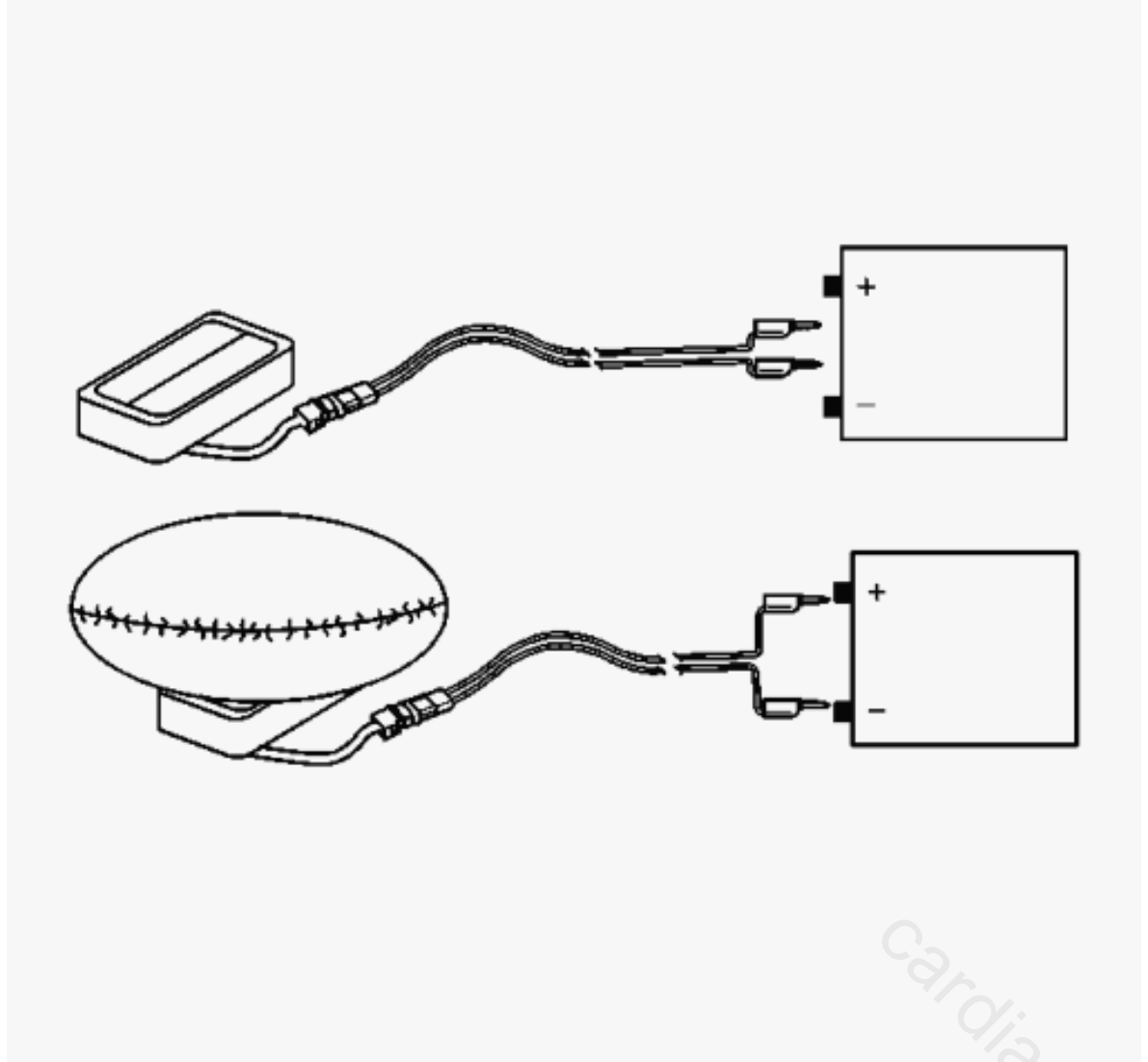


Fig. 40: SIR Deployment Harness Wires And Power Source
Courtesy of GENERAL MOTORS COMPANY

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.

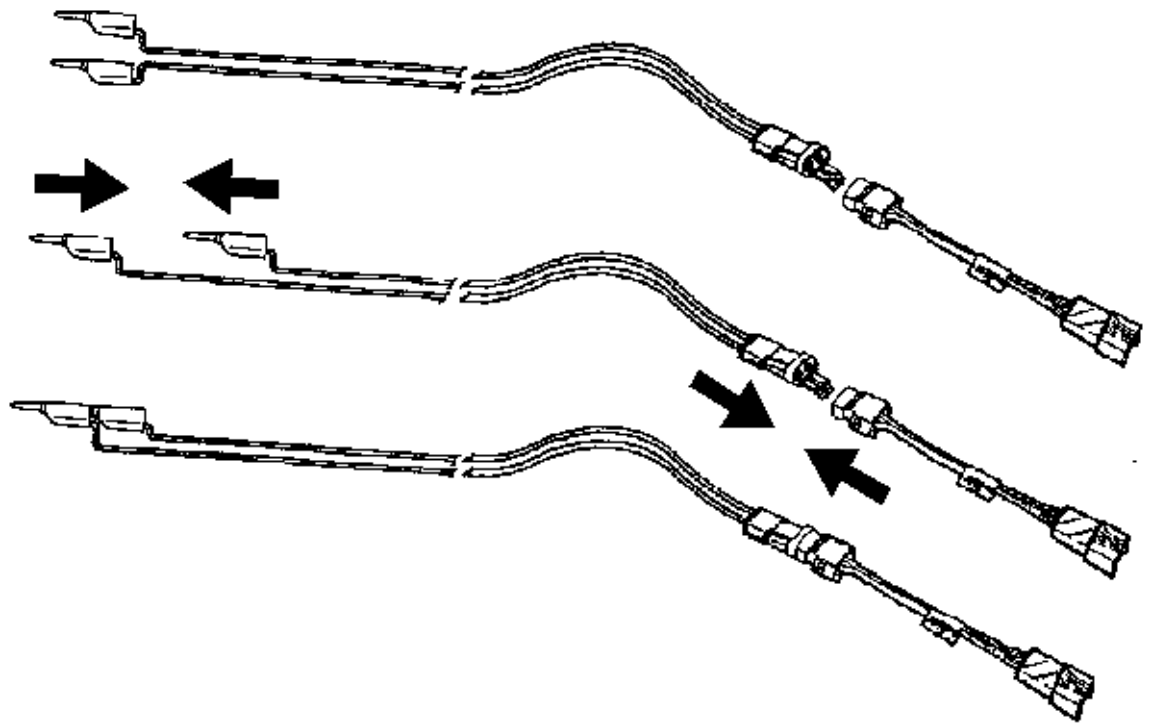


Fig. 41: Deployment Harness Leads

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.

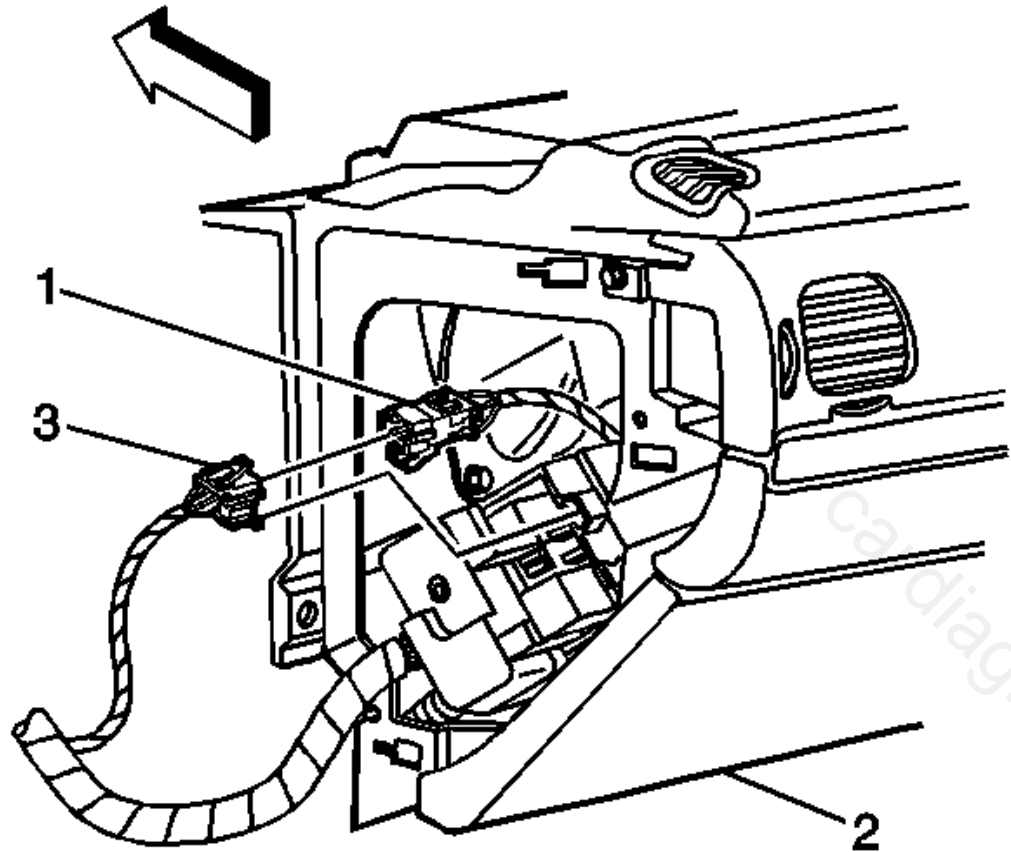


Fig. 42: Steering Wheel Air Bag Connector And Vehicle Harness Connector

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).

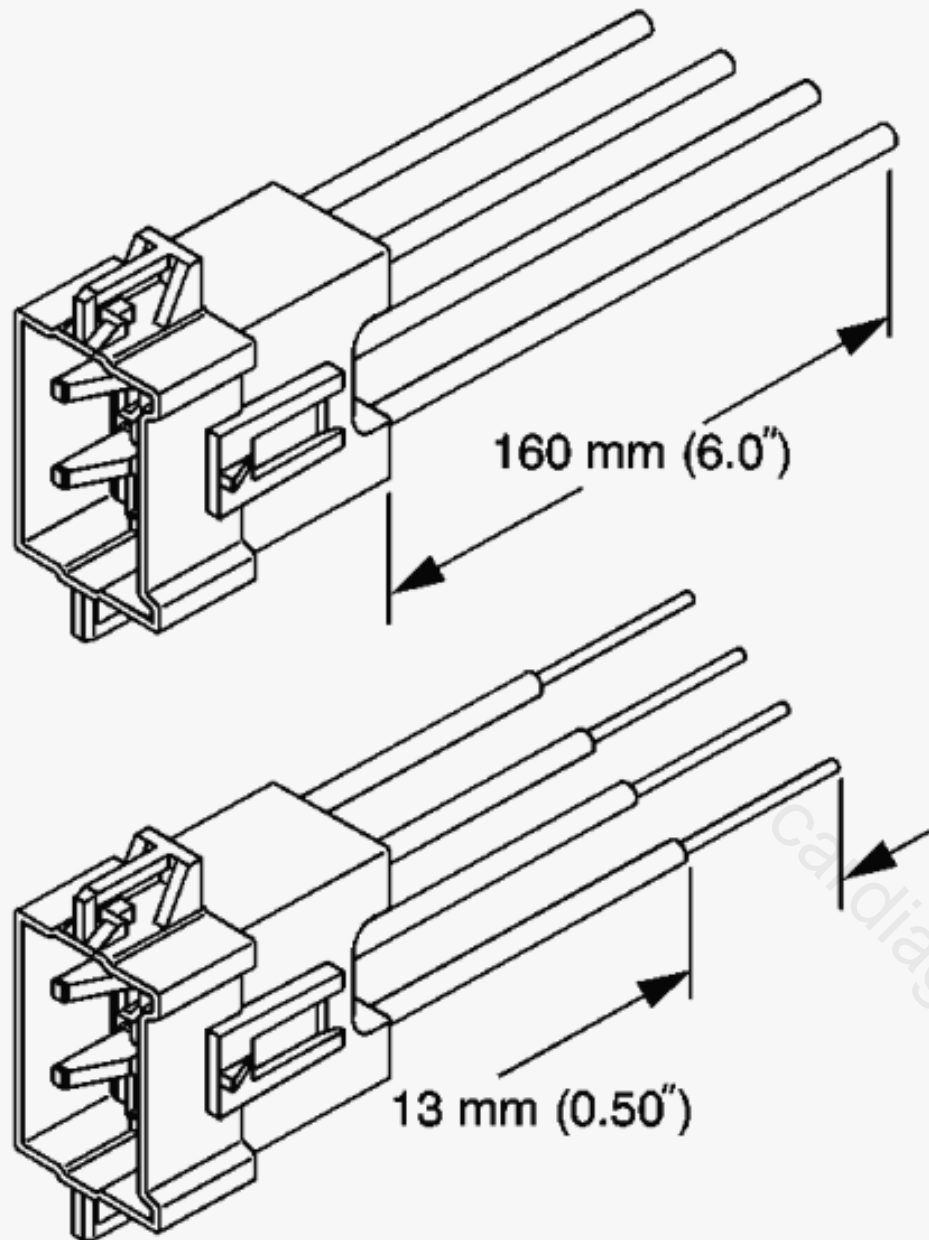


Fig. 43: Stripping SIR Wires

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.

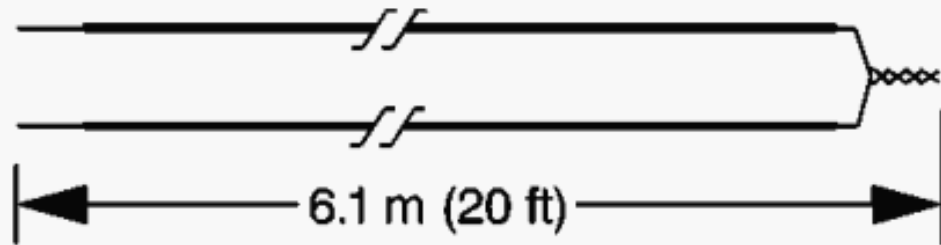


Fig. 44: Fabricating 20 Ft. Deployment Harness
Courtesy of GENERAL MOTORS COMPANY

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.

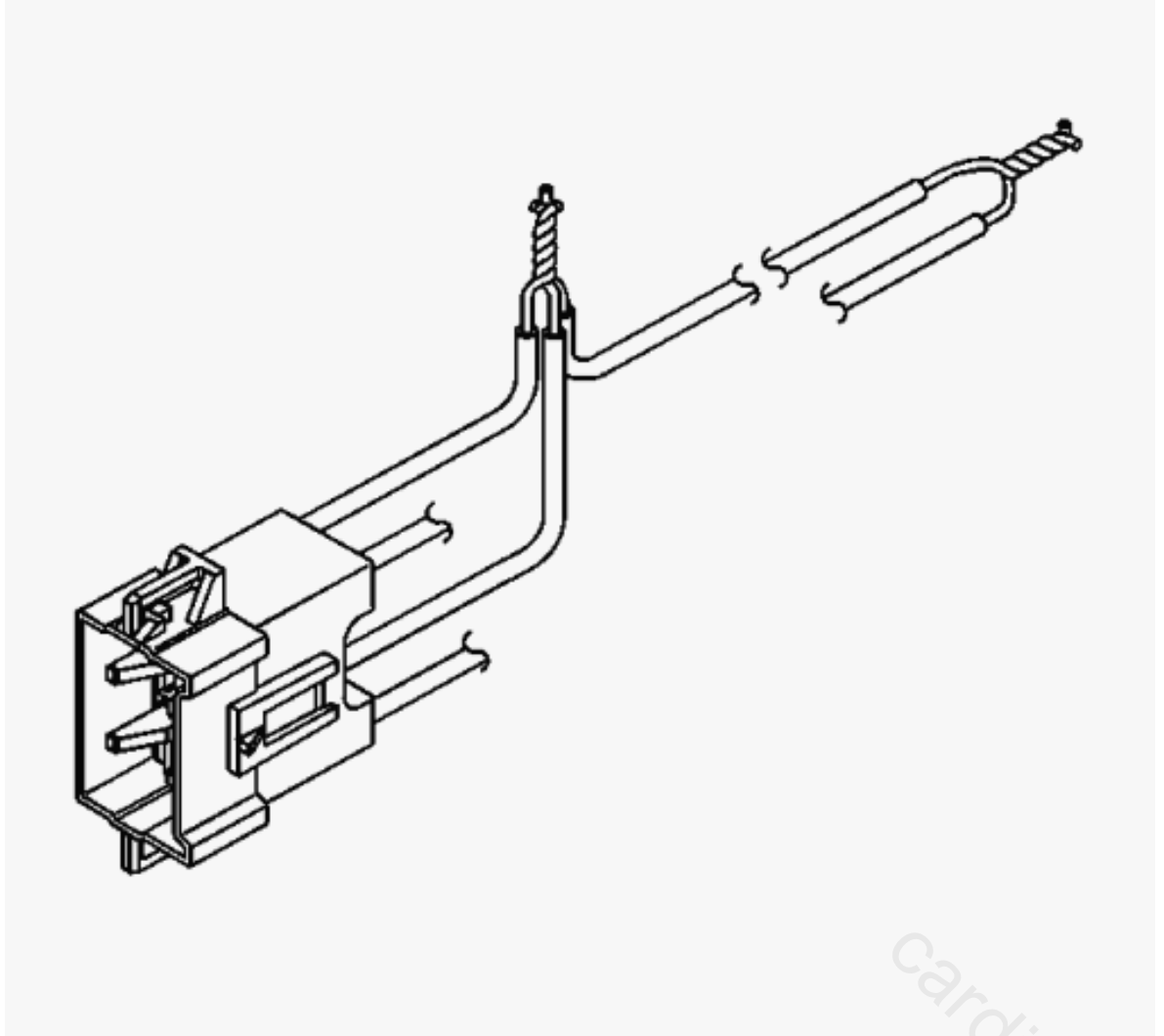


Fig. 45: Twisting Connector Wire Leads (High Circuits) To Deployment Harness Wire
Courtesy of GENERAL MOTORS COMPANY

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.

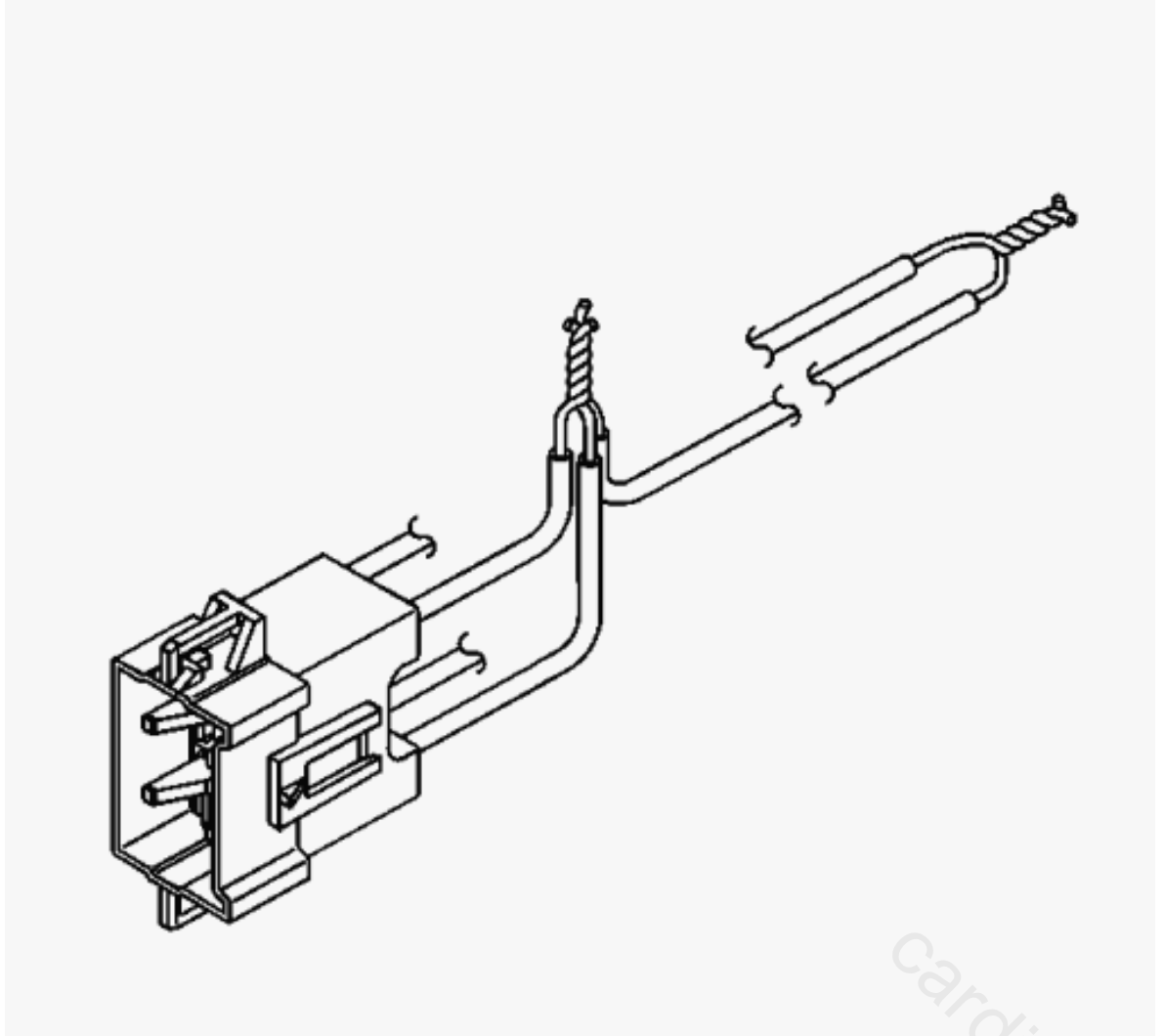


Fig. 46: Twisting Connector Wire Leads (Low Circuits) To Deployment Harness Wire
Courtesy of GENERAL MOTORS COMPANY

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.

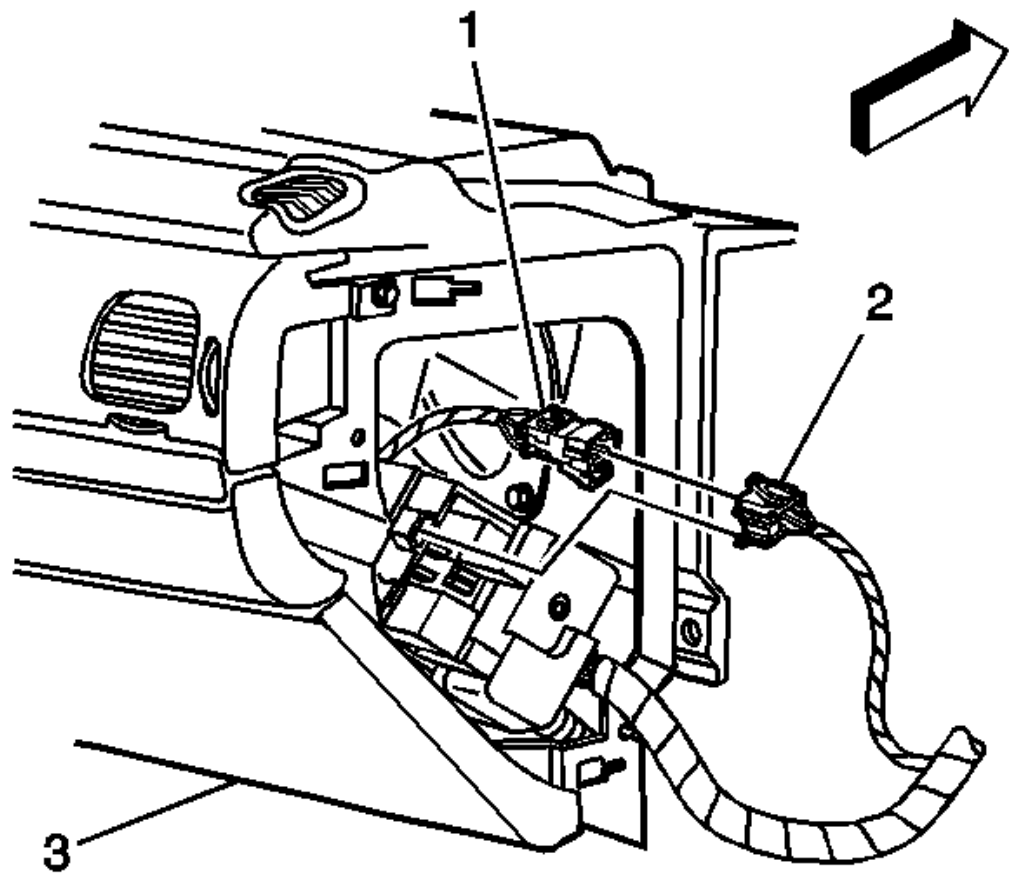


Fig. 47: Instrument Panel Air Bag Yellow Harness Connector And Vehicle Harness Connector
 Courtesy of GENERAL MOTORS COMPANY

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 (EUROPE)

Special Tools

EL-38826 SIR Deployment Harness

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

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. 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 - 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 only be deployed inside of the vehicle. Refer to [Inflatable Restraint Module Handling and Scrapping \(Europe\)](#) for deploying the pretensioner inside vehicle under Vehicle Scrapping Procedure.

PRETENSIONER HANDLING AND SCRAPPING (EXCEPT EUROPE)

NOTE: Do not use this document if vehicle is being serviced in Europe.

Special Tools

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

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

Scrapping Procedure

During the course of a vehicle's 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 - 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 \(Except Europe\)](#) 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.

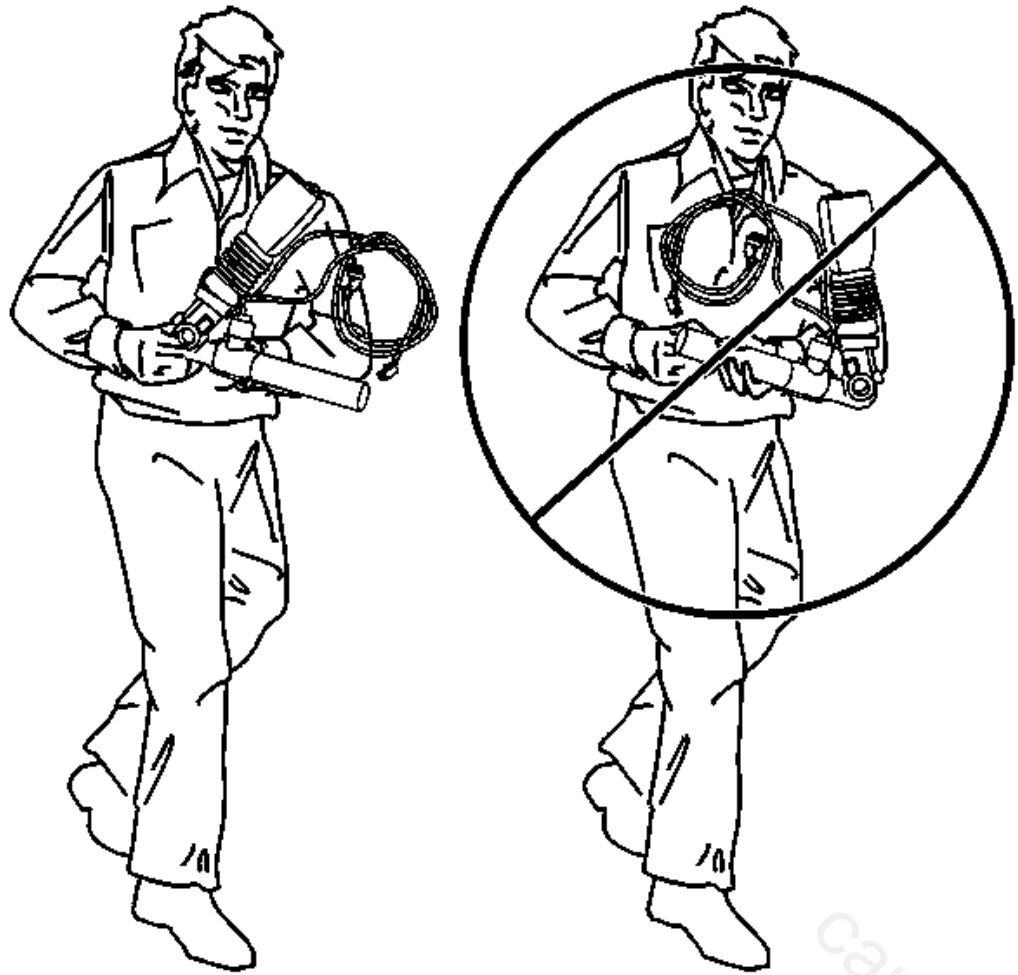


Fig. 48: Proper Way to Carry Pretensioner
Courtesy of GENERAL MOTORS COMPANY

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.

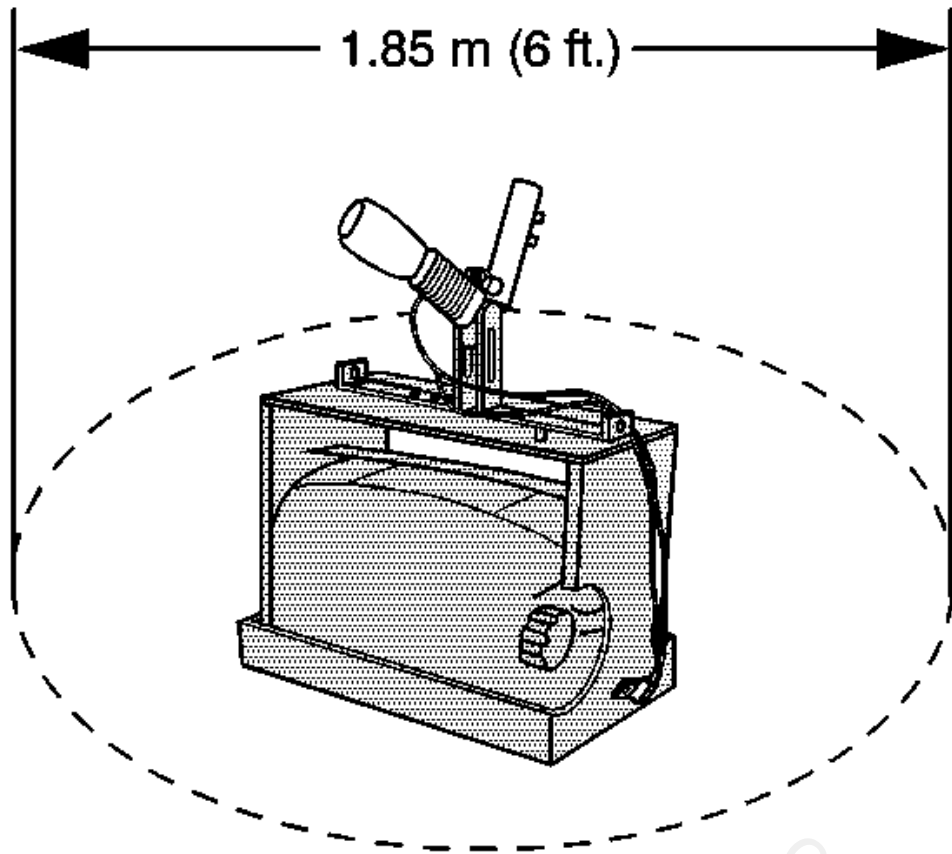


Fig. 49: Pretensioner Deployment Area

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.

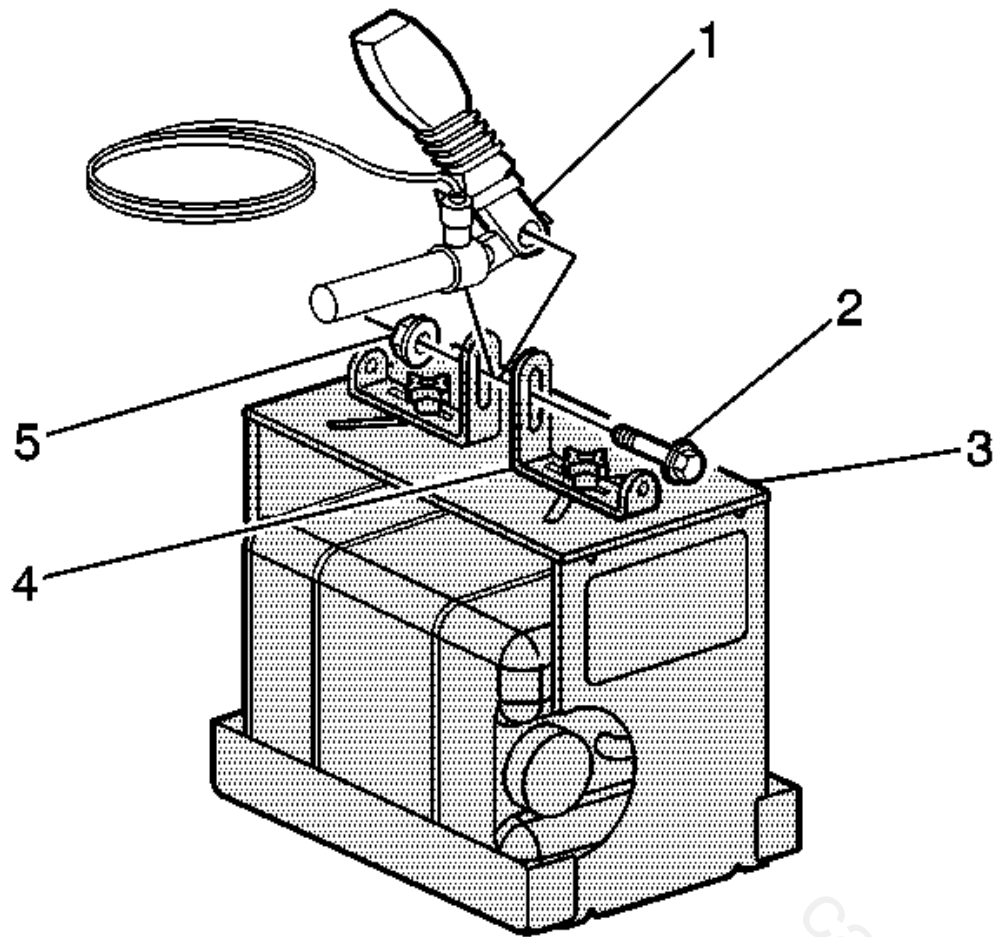


Fig. 50: Mounting Pretensioner In SIR Deployment Fixture
Courtesy of GENERAL MOTORS COMPANY

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.

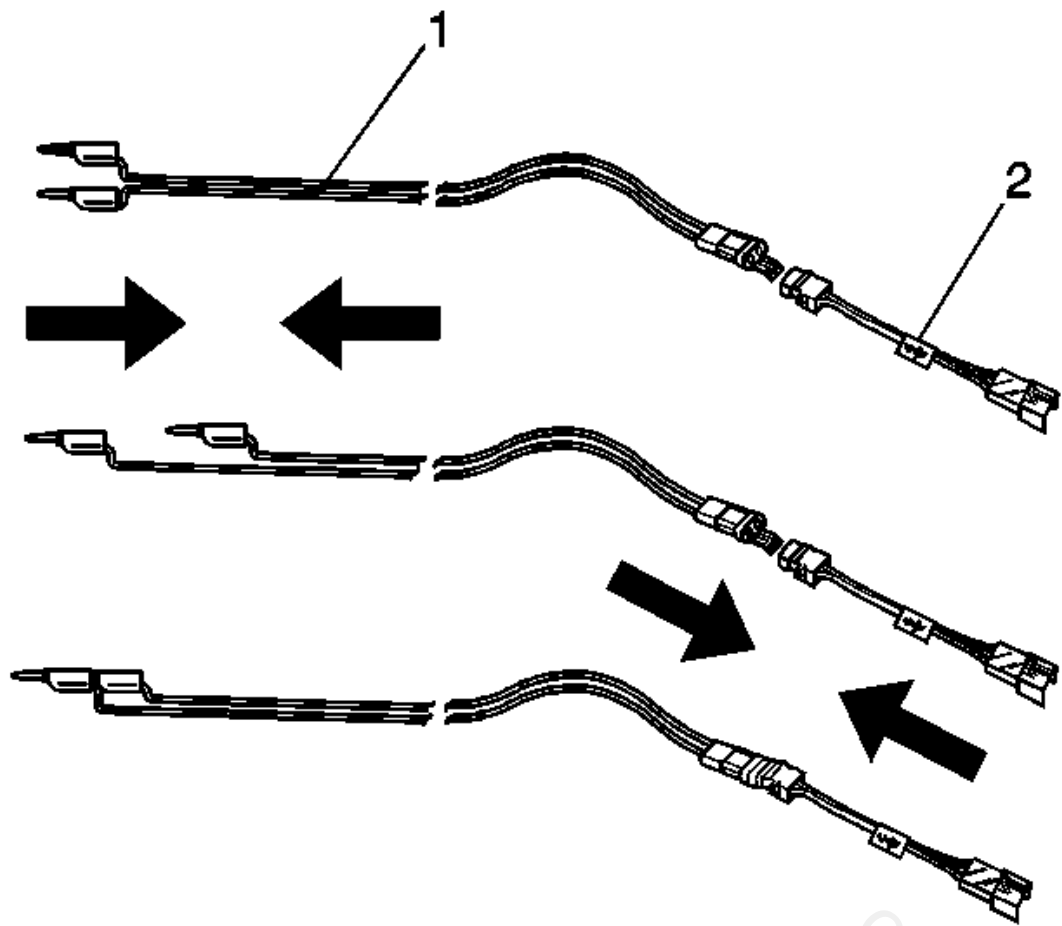


Fig. 51: SIR Deployment Harness And Adapter
Courtesy of GENERAL MOTORS COMPANY

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).

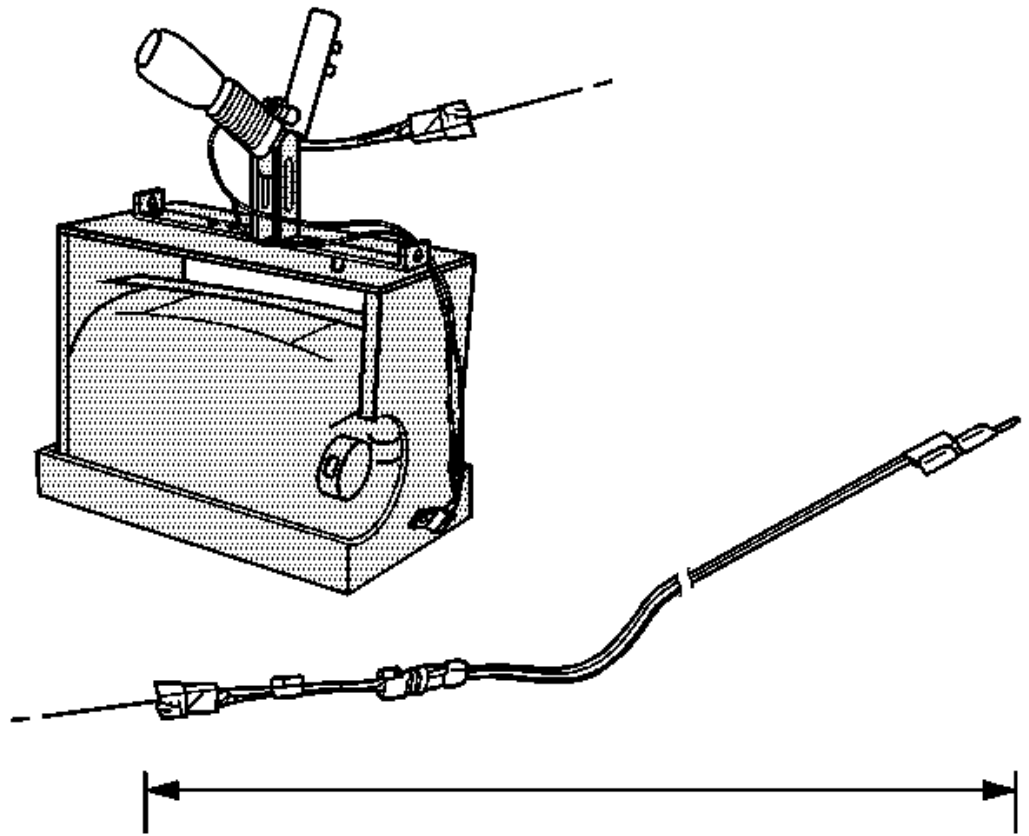


Fig. 52: Extending SIR Deployment Harness And Adapter To Full Length
Courtesy of GENERAL MOTORS COMPANY

14. Extend the SIR deployment harness and adapter to full length from the deployment fixture.

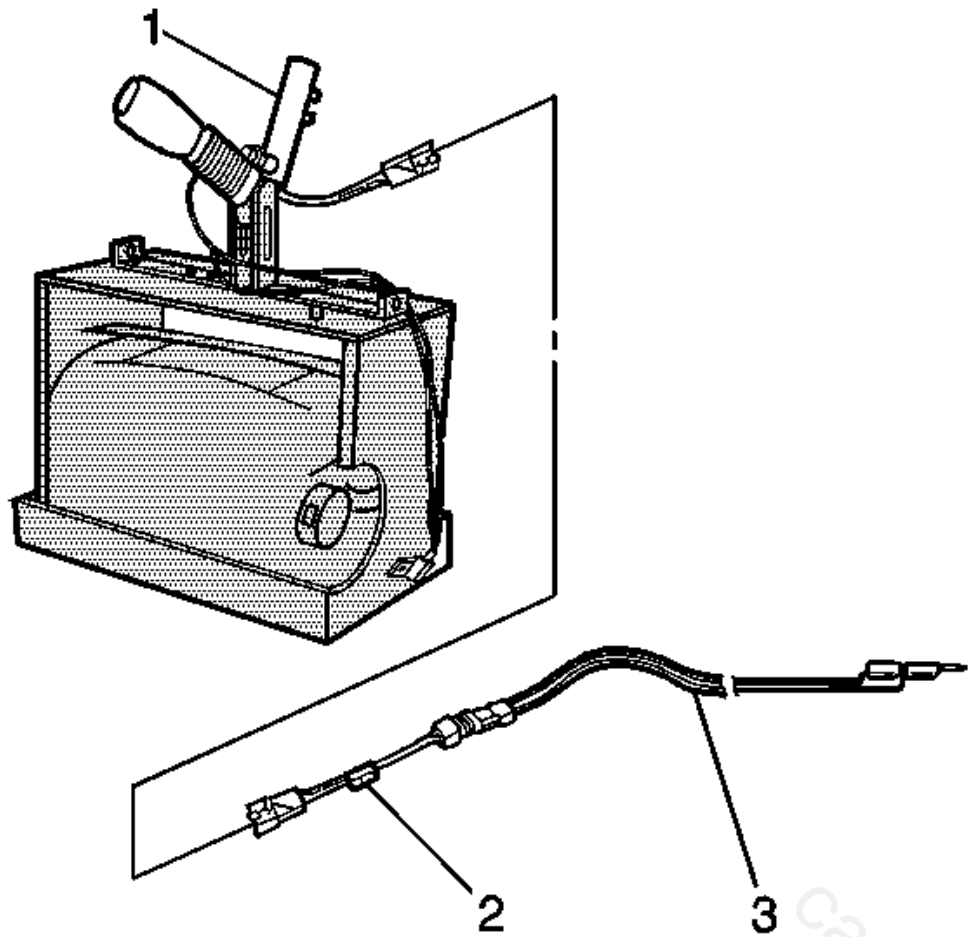


Fig. 53: Connecting Pretensioner To Adapter
Courtesy of GENERAL MOTORS COMPANY

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.

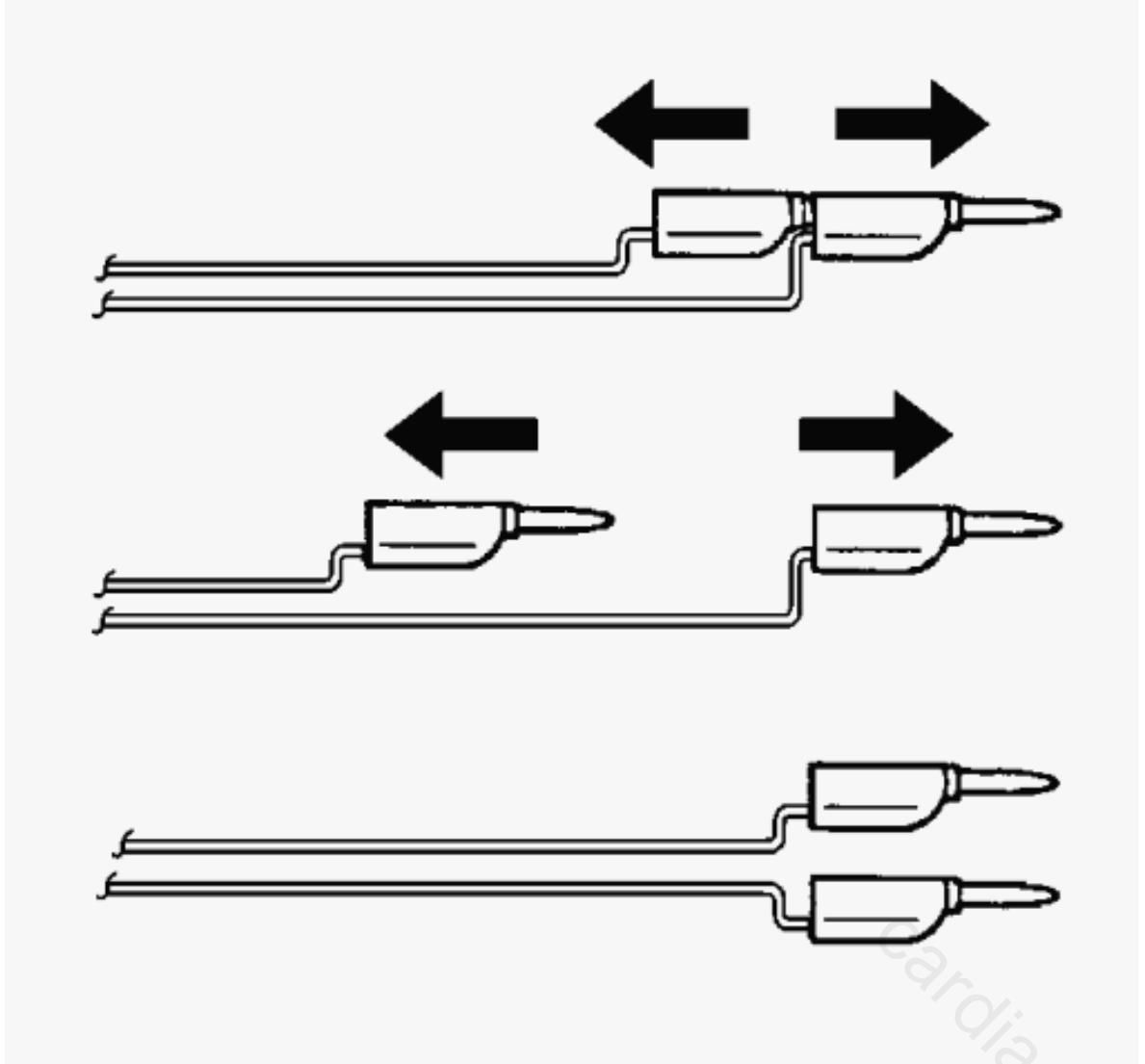


Fig. 54: Separating Banana Plugs

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.

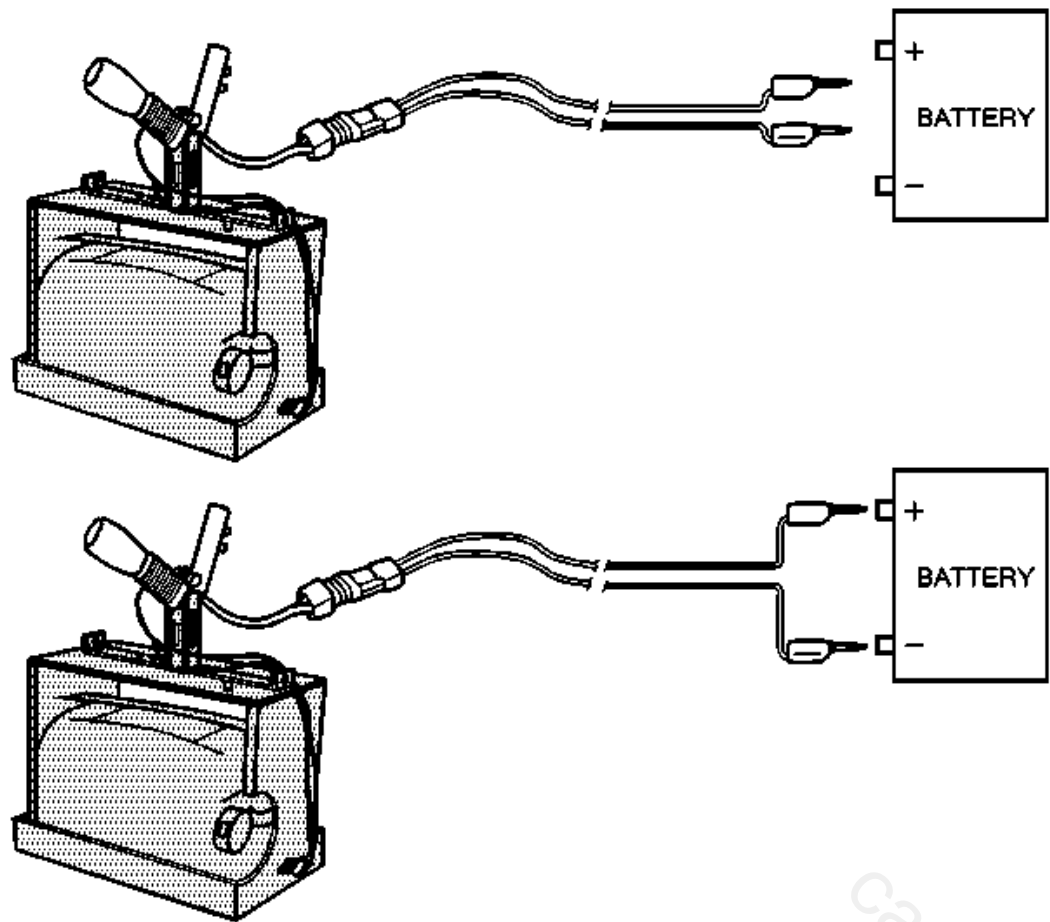


Fig. 55: Connecting SIR Deployment Harness Wires To Power Source (Vehicle Battery).
Courtesy of GENERAL MOTORS COMPANY

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.

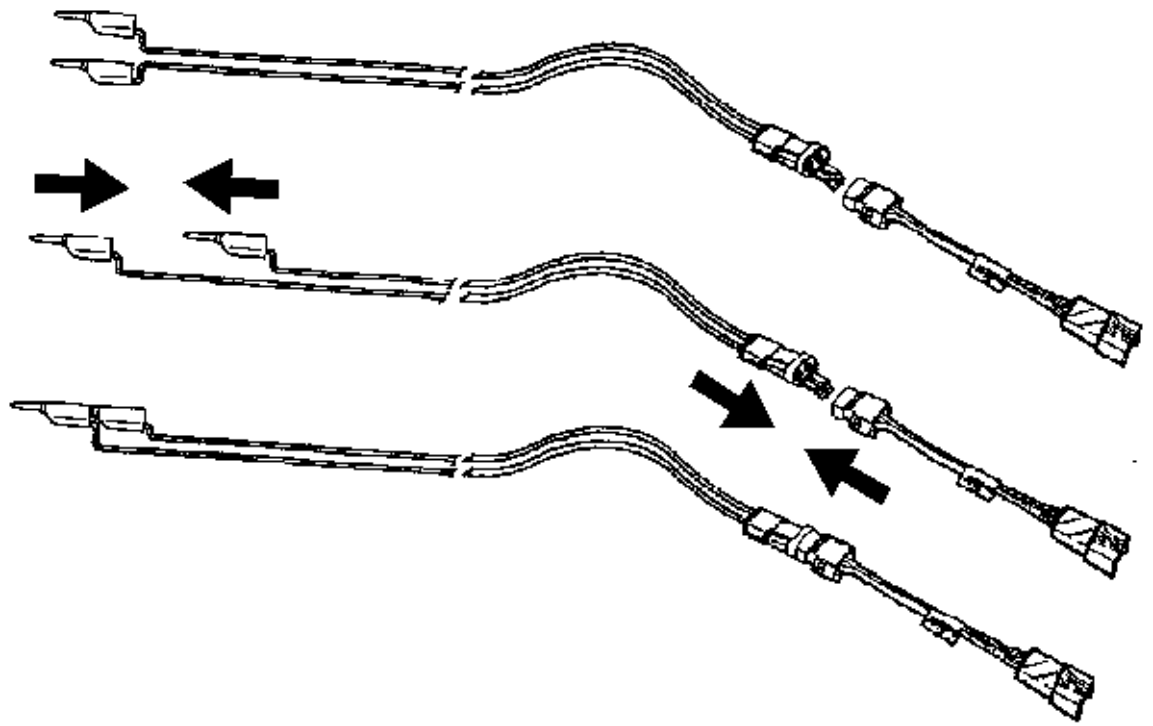


Fig. 56: Deployment Harness Leads

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), inflator modules, seat belt pretensioners (anchor and retractor), and impact sensors. The SDM determines the severity of a collision with the assistance of side 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 inflator module 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 6 air bags. The 6 air bags are located in the driver steering wheel (dual inflators), passenger instrument panel (passenger side) (dual inflators), driver seat side (B-pillar), passenger seat side (B-pillar), 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 inflator), 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. There is a vent deployment loop (If equipped) located in the Passenger Instrument Panel Air Bag. It is used to enhance control of the force and rate of deployment. 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 (Retractor)

The seat belt pretensioners (driver and passenger) consist of a housing, seat belt retractor (located in the B-pillar), 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 inflator modules deploying, or they will deploy immediately before the frontal inflator modules deploy. A shorting bar (if equipped) is located in the connector.

Impact Sensors

This vehicle contains 3 impact sensors. The 3 impact sensors are located in the front of the vehicle, and 2 in the B-pillars (left and right). To view the locations of the impact sensors refer to [Master Electrical Component List](#) . The impact sensors contain a sensing device which monitors vehicle acceleration and velocity changes to detect side collisions that are severe enough to warrant air bag deployment. The impact sensors are not part of the deployment loop, but instead provide input to the SDM. The SDM contains a microprocessor that performs calculations using the measured accelerations and compares these calculations to a value stored in memory. When the generated calculations exceed the stored value, the SDM will cause current to flow through the deployment loops deploying the appropriate air bags.

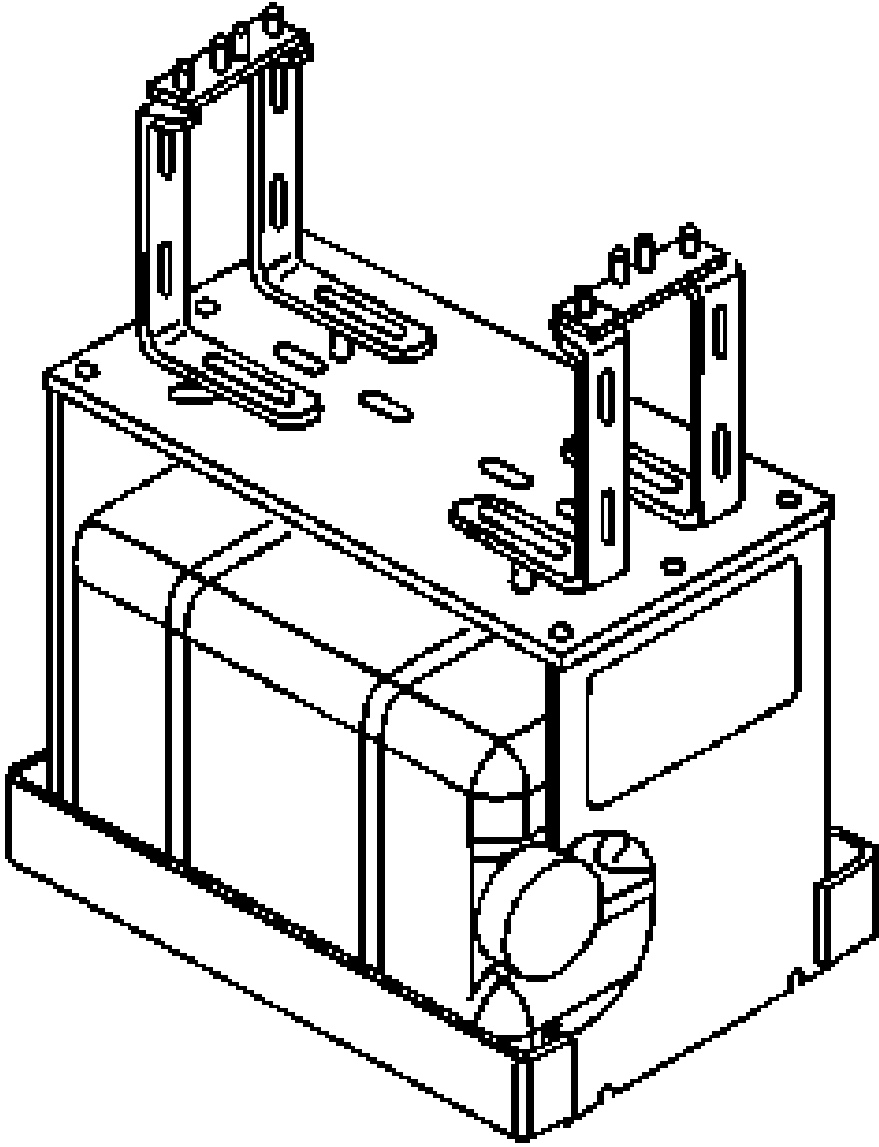
Seat Belt Indicators

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
	EL 38826 J 38826 KM 799-3 SIR Deployment Harness

Illustration	Tool Number/Description
	EL 39401-B J 39401-B SIR Deployment Fixture