

1995 Chevrolet Tahoe

AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

AIR BAG RESTRAINT SYSTEM

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IDENTIFICATION

NOTE: This article has been updated per General Motors Technical Service Bulletin 56-32-01, dated March 27, 1995.

All models equipped with a Supplemental Inflatable Restraint (SIR) system have a number "2" (driver and passenger-side air bags) or "3" (driver-side air bag only) in the seventh position of the Vehicle Identification Number (VIN). Some vehicles have the words Supplemental Inflatable Restraint or SIR on the inflator module. Steering wheel hub is slightly larger in order to accommodate the driver-side air bag.

DESCRIPTION & OPERATION

SUPPLEMENTAL INFLATABLE RESTRAINT (SIR) SYSTEM

The Supplemental Inflatable Restraint (SIR) system is designed to protect the driver and passenger (if equipped) in a frontal collision. The air bag(s) will deploy only upon frontal or near frontal impact of no more than 30 degrees off the center line of vehicle. System is not designed to deploy in rear impacts, side impacts, or rollovers. A frontal impact of sufficient severity (comparable to a collision into a solid wall at approximately 14 MPH or more) will cause sensors in vehicle to detect this sudden deceleration. These sensors, in turn, trigger the inflator module(s).

NOTE: Following SIR components are not necessarily installed on all vehicles.

DIAGNOSTIC ENERGY RESERVE MODULE (DERM)

Vehicles not equipped with a Sensing and Diagnostic Module (SDM) are equipped with a DERM. DERM performs diagnostic monitoring of all system components, stores both current and past SIR system fault code information, warns driver of SIR system faults by controlling AIR BAG warning light, and records SIR system status during a vehicle accident. In addition, DERM maintains a 36-Volt Loop Reserve (36VLR) energy supply to provide sufficient deployment energy for about 2 minutes if vehicle system voltage is low or is lost in an accident.

A 24-pin connector connects DERM to SIR harness. Harness connector uses gold-plated terminals and shorting bar in terminal contact area. DERM connector also has a gold-plated shorting bar that connects AIR BAG warning input to ground when the DERM connector is disconnected. With DERM disconnected, AIR BAG warning light remains on when ignition switch is in RUN, BULB TEST, or START positions. DERM is located under or behind instrument panel.

AIR BAG RESTRAINT WARNING LIGHT

NOTE: Some vehicles have an INFLATABLE RESTRAINT warning light as opposed to an AIR BAG warning light.

When ignition switch is in RUN, BULB TEST, or START positions, battery voltage is applied to AIR BAG warning light. DERM/SDM illuminates this light by providing a ground to a lamp driver. Some vehicles are

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equipped with a Serial Data Controlled Warning Lamp (SDCWL). An SDCWL equipped vehicle utilizes a smart cluster which communicates via the serial data line, so in this case, DERM/SDM transmits a request to turn on AIR BAG warning light. When ignition is first turned on, AIR BAG warning light verifies light and DERM/SDM operation by flashing 7-9 times. Light is also used to warn driver of SIR electrical system faults which could potentially affect SIR system operation. AIR BAG warning light is the key to driver notification of SIR system faults.

In addition, the light provides diagnostic information by flashing Diagnostic Trouble Codes (DTCs) when the flash code diagnostic mode is entered on models without on-board diagnosis. INFLATABLE RESTRAINT indicator light notifies driver of SIR system faults.

ARMING SENSOR/DUAL POLE ARMING SENSOR

Arming sensor/dual pole arming sensor is a protective switch located in power feed side (positive side) of deployment loop. It is calibrated to close at low-level velocity changes (lower than discriminating sensors). This assures that each inflator module is connected directly to 36VLR output of DERM or ignition voltage when either of the discriminating sensors close.

Arming sensor/dual pole arming sensor consists of a sensing element, normally open switch contacts, a diagnostic resistor, and 2 diodes. Sensing element closes switch contacts when velocity of vehicle changes at a rate indicating potential need for deployment. A diagnostic resistor is connected in parallel with normally open switch contacts and allows for a small amount of current flow through deployment loop during normal undeployed conditions. This small current flow results in voltage drops across each component within loop.

DERM monitors these voltage drops to detect circuit or component faults. The 2 diodes provide isolation between 36VLR output of DERM and ignition voltage. In some vehicles, arming sensor is combined with passenger compartment discriminating sensor.

DISCRIMINATING SENSORS

Most SIR systems have 2 discriminating sensors. Some vehicles have 2 forward discriminating sensors, while other vehicles have one forward discriminating sensor and a passenger compartment discriminating sensor, or 2 mid-rail discriminating sensors. Forward discriminating sensor is located on radiator support brace or tie bar. Passenger compartment discriminating sensor is located under center of instrument panel/console area or under front passenger seat. Mid-rail discriminating sensors are located on side mid-rails in engine compartment.

In some vehicles, the passenger compartment discriminating sensor is combined with arming sensor. Discriminating sensors are wired in parallel on the ground side of deployment loop. These sensors are calibrated to close when deceleration velocity changes are severe enough to warrant deployment.

Sensors consist of a sensing element, normally open switch contacts, and a diagnostic resistor. Sensing element closes the normally open switch contacts when vehicle velocity changes are severe enough to warrant deployment.

A diagnostic resistor is connected in parallel with the normally open switch contacts within each of the sensors. These parallel resistors supply the ground path for current passing through the deployment loop during normal undeployed conditions. This small current flow results in a voltage drop across each component within loop. DERM monitors these voltage drops to detect circuit or component faults.

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SIR COIL ASSEMBLY

SIR coil assembly consists of 2 current-carrying coils. It is installed in steering column and allows rotation of steering wheel while maintaining continuous (directly wired) contact of deployment loop through steering wheel inflator module. Slip rings are not used in SIR system to transmit current from column to steering wheel.

Gold-plated terminals and a shorting bar are used on coil assembly lower steering column Yellow connector. Shorting bar shorts the circuits to main coil and steering wheel inflator module when lower steering column connector is disconnected. This shorts the circuit to the inflator module(s), preventing unwanted deployment of the air bag(s) when servicing the steering column or other SIR components.

INFLATOR MODULE

When the vehicle is in an accident of sufficient force to simultaneously close the arming sensor and at least one discriminating sensor, nitrogen gas inflates the cloth bag packed inside the steering wheel hub and in passenger-side instrument panel, (if equipped). The bag(s) inflate in less than 1/20 of a second. As air bag is contacted by driver or passenger, the gas is vented through openings in the bag, which deflates almost as soon as it is completely deployed.

RESISTOR MODULE

Resistor module is located in SIR harness between inflator module and DERM. Resistor module allows DERM to monitor deployment loop for faults and to detect when a deployment has occurred.

Resistors in resistor module are balanced with resistors on arming and discriminating sensors to allow DERM to monitor voltage drops across the components of the deployment loop. Faults are detected during normal undeployed conditions by monitoring these voltages. On some vehicles, resistor module is mounted on DERM.

SYSTEM OPERATION CHECK

If system is functioning normally, air bag warning light flashes 7-9 times when ignition switch is turned to ON position and goes out.

Four possible warning light conditions can indicate a system failure:

- ┆ Light does not illuminate at all.
- ┆ Light comes on while vehicle is driven.
- ┆ Light flashes 7-9 times, and remains on.
- ┆ Light does not flash but remains lit when ignition is turned on.

SIR system faults are usually due to a disconnected/loose electrical connector caused by previous service on vehicle. Always check Yellow SIR connector at base of steering column for loose or damaged wiring.

POST-COLLISION INSPECTION

When a vehicle has been involved in a collision, certain components of the passive restraint system must be inspected or replaced. See **PASSIVE RESTRAINT SYSTEM INSPECTION** article in the GENERAL

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INFORMATION section for post-collision inspection information.

CAUTION: Correct operation of sensors and SIR system requires any repairs to vehicle structure return it to its original production configuration. Deployment requires, at a minimum, replacement of inflator module(s) and sensors in area of accident damage.

INTERMITTENTS & POOR CONNECTIONS

Most intermittents are caused by faulty electrical connections or wiring, or a sticking relay or solenoid. Items to check are:

- | Poor mating or connector halves, or terminals not fully seated in connector
- | Dirt or corrosion on terminals. Terminals must be clean and free of any foreign material which could impede proper terminal contact.
- | Damaged connector, exposing the terminals to dirt and moisture, as well as not maintaining proper terminal orientation with the component or mating connector.
- | Improperly formed or damaged terminals. All connector terminals in problem circuit(s) should be checked carefully to ensure good contact.
- | Connector Test Adapter Kit (J-35616-A) must be used whenever a diagnostic procedure requests checking or probing a terminal. Using adapter will ensure that no damage to terminals will occur, as well as giving an idea whether contact is sufficient.
- | Poor terminal-to-wire connections. some conditions which fall under this description are poor crimps, poor solder joints, crimping over wire insulation rather than the wire itself, or corrosion in the wire-to-terminal contact area.
- | Wire Insulation which is rubbed through, causing an intermittent short as the bare area touches other wiring or parts of vehicle.
- | Broken wires inside insulation. Perform continuity check while flexing wiring harness to find location of broken wires.

SERVICE PRECAUTIONS

CAUTION: The DERM can maintain sufficient voltage to cause deployment for up to two minutes after the ignition switch is turned off, the battery has been disconnected, or the fuse powering the DERM has been removed. Many of the service procedures require remove of the AIR BAG fuse and the inflator module yellow 2-way electrical connector from the deployment loop to avoid an accidental deployment.

SYSTEM REPAIR

Before any repairs are performed, disconnect and shield battery ground. Because system has ability to retain voltage, remove SIR or AIRBAG fuse, and disconnect Yellow SIR connector at base of steering column, and, on vehicles with passenger-side air bags, disconnect Yellow SIR connector at base of right instrument panel (behind knee bolster).

Wait 2 minutes before working on vehicle. All connectors used on SIR system use Connector Position Assurance (CPA) clips to ensure connector retention. Even if system is disconnected, always use caution

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when working near inflator modules.

SENSOR HANDLING

Use special care when handling a sensor. DO NOT strike or jar a sensor, as air bag deployment, personal injury or improper operation of SIR system could result. A sensor must be replaced if dropped 3 feet or more. Sensors and mounting bracket bolts must be carefully torqued to ensure correct operation. Never power up SIR system when any sensor is not rigidly attached to vehicle, since sensor is easily activated and could cause air bag deployment.

LIVE INFLATOR MODULE HANDLING

WARNING: Special care is necessary when handling and storing a live (undeployed) inflator module. Rapid gas generation, produced during deployment of air bag, could throw inflator module, or any object in front of inflator module, through air, possibly causing serious injury.

When carrying a live inflator module, ensure bag and trim cover are pointed away from body. If an accidental deployment occurs, bag will then deploy with reduced chance of injury. When placing a live inflator module on a bench or other surface, always face bag and trim cover up and away from surface so space is provided to allow air bag to expand in case of deployment. In addition, never carry any SIR component by wires or connector.

SPECIAL TOOLS

To avoid deployment when working on SIR system, DO NOT use electrical test equipment such as test lights, battery or A/C-powered volt/ohmmeter, or any type of electrical equipment other than those specified by manufacturer. See **SIR RECOMMENDED TOOLS** table.

SIR RECOMMENDED TOOLS

Tool Name	Tool Number
Connector Test Adapter Kit	J-35616-A
Digital Volt/Ohmmeter	J-39200
Inflator Module & Steering Column Replacement Load	J-37808 Or J-38715
Wire Repair Kit	J-38125-A

DISABLING & ACTIVATING AIR BAG SYSTEM

CAUTION: When battery is disconnected, vehicle computer and memory systems may lose memory data. Driveability problems may exist until computer systems have completed a relearn cycle. Record customer radio stations, as memory will be lost. Code equipped radios may also lock. Obtain code from customer. See **COMPUTER RELEARN PROCEDURES in **GENERAL INFORMATION** before disconnecting battery.**

DISABLING SYSTEM

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NOTE: With AIR BAG fuse removed and ignition switch ON the SIR warning lamp will be lit. This is normal operation and does not indicate a fault.

1. Turn steering wheel to place vehicle wheels in straight-ahead position. Turn ignition switch to LOCK position.
2. Remove SIR or AIR BAG fuse. Remove knee bolster. Remove CPA clip and disconnect Yellow SIR connector at base of steering column (it may be necessary to remove left sound insulator). If equipped with passenger-side air bag, disconnect Yellow SIR connector under right instrument panel or behind glove box door assembly. Some models have access to connector through a trap door in glove box.
3. Wait 2 minutes before beginning service. All connectors in SIR system use CPA clips to ensure connector retention. Even if system is disconnected, use caution when working near air bags.

ACTIVATING SYSTEM

Connect Yellow SIR connector at base of steering column, and under right side instrument panel, if equipped. Install CPA clips and fuse. Install knee bolster. Turn ignition switch to RUN position and ensure AIR BAG warning light flashes 7-9 times and then goes out.

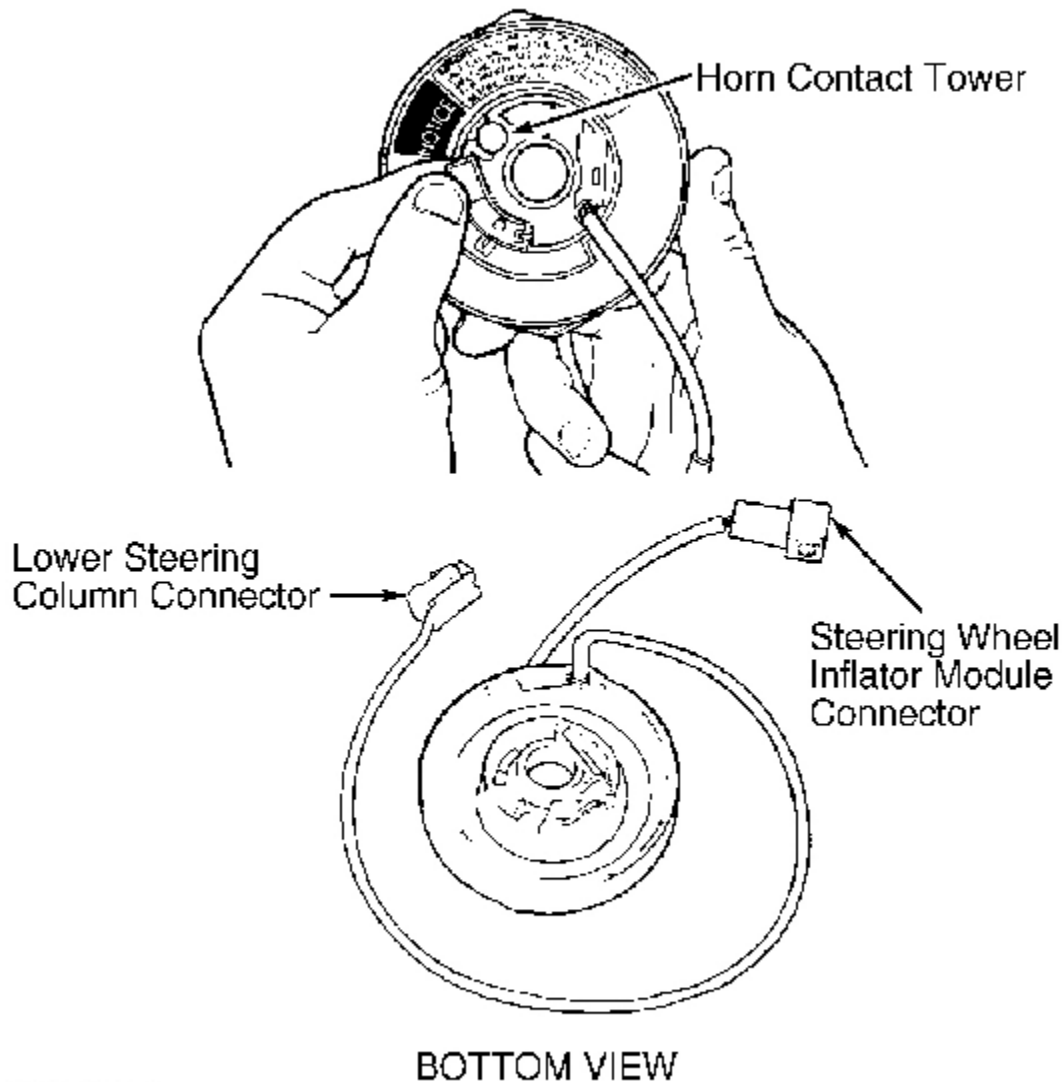
ADJUSTMENTS

CENTERING COIL ASSEMBLY

1. If coil assembly has been removed from steering column and is being reinstalled, go to next step. New coil assemblies are provided pre-centered and include a Blue plastic tab that is snapped off once coil is installed. See [Fig. 1](#).

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Fig. 1: Installing SIR Coil Assembly
Courtesy of GENERAL MOTORS CORP.

2. Ensure front wheels face straight ahead when installing or removing a coil assembly. If coil is removed without wheels in straight-ahead position and steering wheel has not been moved, same coil can be reinstalled if coil hub has not been rotated.
3. Hold coil assembly with clear bottom upward to see coil ribbon. Note there are 2 different styles of coil assemblies: one rotates clockwise and other counterclockwise.
4. While holding coil assembly housing, depress spring lock and rotate hub in direction of arrow until it stops. Coil assembly should now be wound up snug against center hub. Rotate coil assembly hub in opposite direction approximately 2 1/2 turns. Release spring lock between locking tabs in front of arrow.

DISPOSAL PROCEDURES

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CAUTION: If SIR inflator is disposed of improperly, air bag deployment may result and cause personal injury. Undeployed inflator modules must not be disposed of at normal refuse locations. Undeployed inflator modules contain substances which can cause severe illness or personal injury if sealed container is damaged during disposal. Disposal of module in any manner inconsistent with proper procedures may be a violation of federal, state, and/or local laws.

DEPLOYED AIR BAG

Once an inflator module has been deployed, surface of air bag may contain a small amount of sodium hydroxide dust, combined with a White packing powder. Sodium hydroxide dust can be irritating to skin if left on for an extended period of time. Always wear gloves and safety glasses when handling a deployed inflator module. Wash hands with mild soap and water afterward. Deployed air bag modules can be disposed of as would any other part. Handle air bag module with gloves, and wear safety glasses.

UNDEPLOYED AIR BAG

Undeployed air bag modules must not be disposed of at normal refuse locations. Undeployed air bag modules contain substances which can cause illness or injury if handled improperly. Disposal of air bag module in any manner inconsistent with proper procedures may be a violation of federal, state and/or local laws. If possible, deploy air bag module in vehicle. See **SCRAPPED VEHICLE** .

Transportation of undeployed inflator modules is regulated by hazardous materials regulations of U.S. Government Department of Transportation and most state governments. Special shipping procedures must be followed. Check with hazardous material section of state government for applicable shipping requirements.

SCRAPPED VEHICLE

Some vehicles which have to be scrapped may have undeployed SIR systems. When scrapping a vehicle with an undeployed module:

1. Turn ignition switch to OFF position. Remove SIR fuse. Disconnect Yellow 2-pin connector at base of steering column. Cut harness side of SIR wiring approximately 3-6" from Yellow 2-pin connector.
2. Splice 2 wires at least 20 feet long to wiring cut from SIR harness. Connect Yellow 2-pin connector.
3. Ensure inflator module is secured to steering wheel. Remove all loose objects from front seat, and ensure no one is in vehicle. Stretch wires away from car as far as possible.
4. Connect wires to a 12-volt battery. Air bag should deploy. DO NOT touch inflator module area for 20 minutes due to heat generated during deployment. Wear gloves and safety glasses before handling deployed air bag. Wash hands with mild soap and water afterward.
5. On vehicles with passenger-side air bags, repeat deployment procedure for passenger-side. Access Yellow 2-pin connector at base of right instrument panel (behind knee bolster) or behind glove box door assembly.

REMOVAL & INSTALLATION

WARNING: Failure to follow air bag service precautions may result in air bag deployment and personal injury. See SERVICE PRECAUTIONS. After

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component replacement, perform a system operational check to ensure proper system operation. See SYSTEM OPERATION CHECK .

DERM

Removal

1. Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Disable air bag system. See DISABLING & ACTIVATING AIR BAG SYSTEM.
2. DERM is located behind left-center of instrument panel. Remove DERM from mounting bracket and then remove CPA clip and disconnect electrical connector. See Fig. 2 .

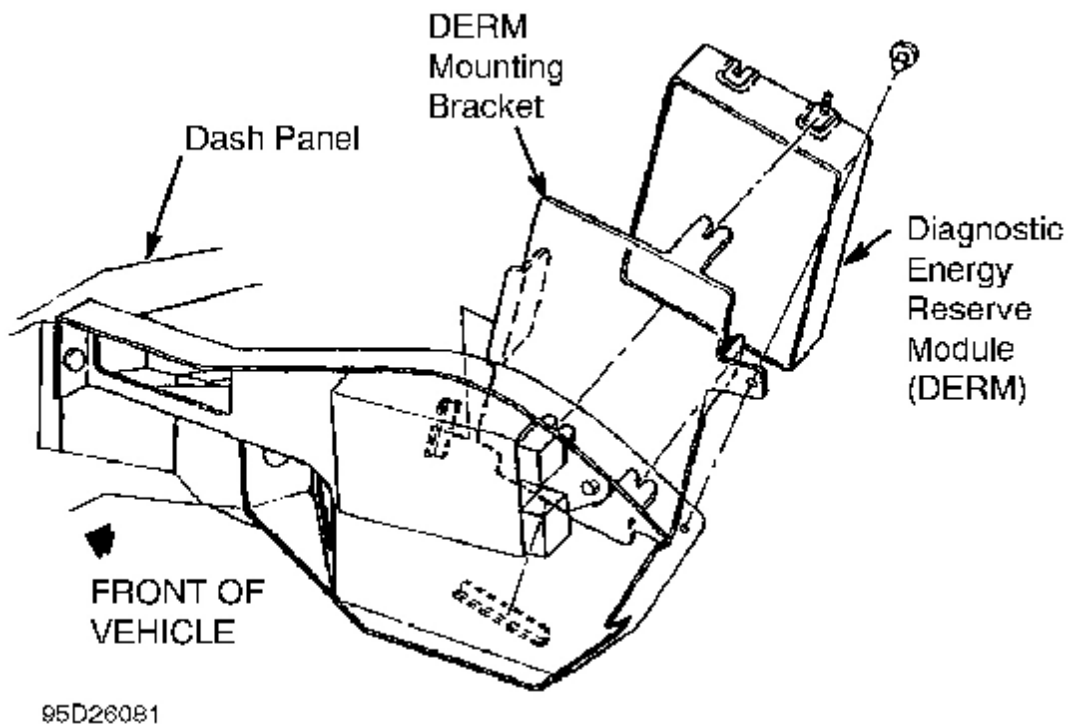


Fig. 2: Removing DERM
Courtesy of GENERAL MOTORS CORP.

Installation

To install, reverse removal procedure. Reactivate air bag system. See DISABLING & ACTIVATING AIR BAG SYSTEM . Check AIR BAG warning light to ensure system is functioning correctly. See SYSTEM OPERATION CHECK.

ARMING SENSOR/DUAL POLE ARMING SENSOR

Removal

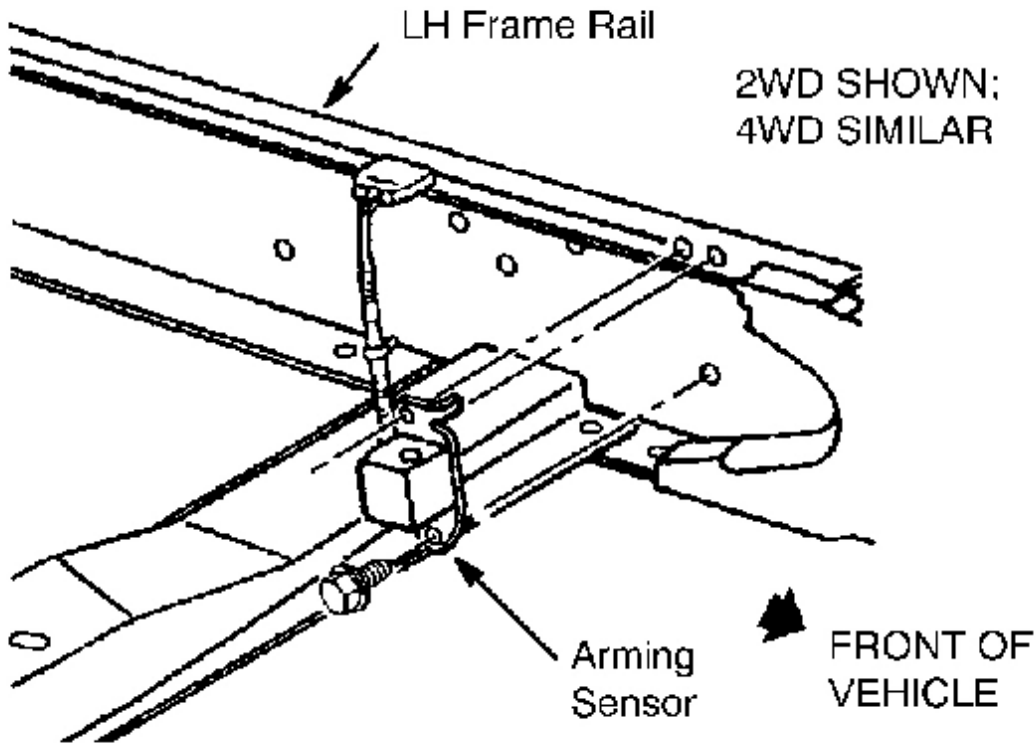
1. Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Disable air

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bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**.

2. Arming sensor is located next to center crossmember, under driver seat. Raise and support vehicle. Remove connector from retainer. Remove CPA clip. Unplug electrical connector. Unbolt sensor and remove. See **Fig. 3**.



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Fig. 3: Removing Arming Sensor
Courtesy of GENERAL MOTORS CORP.

Installation

To install, reverse removal procedure. Torque sensor bolts to 10.7 Ft. Lbs. (14.5 N.m), after verifying arrow on sensor points toward front of vehicle. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Check AIR BAG warning light to ensure system is functioning correctly. See **SYSTEM OPERATION CHECK**.

FORWARD DISCRIMINATING SENSORS

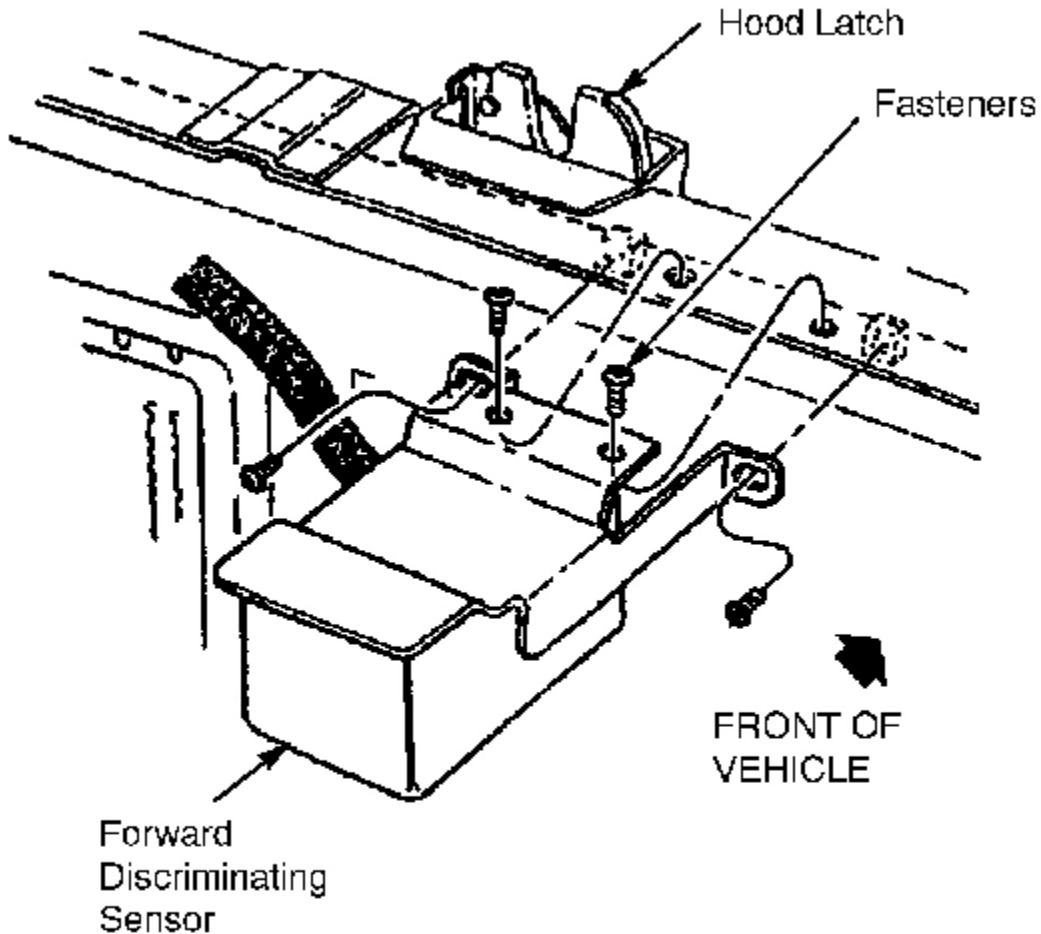
Removal

1. Before proceeding, follow air bag service precautions. See **SERVICE PRECAUTIONS**. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**.

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2. Forward discriminating sensors are located on forward sides of both frame rails. Lifting of vehicle may be necessary. If so, support securely after jacking. Remove bolts from sensor and unclip connector from retainer on frame. Remove CPA clip and unplug electrical connector. See **Fig. 4** and **Fig. 5**.



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Fig. 4: Removing Left Forward Discriminating Sensor
Courtesy of GENERAL MOTORS CORP.

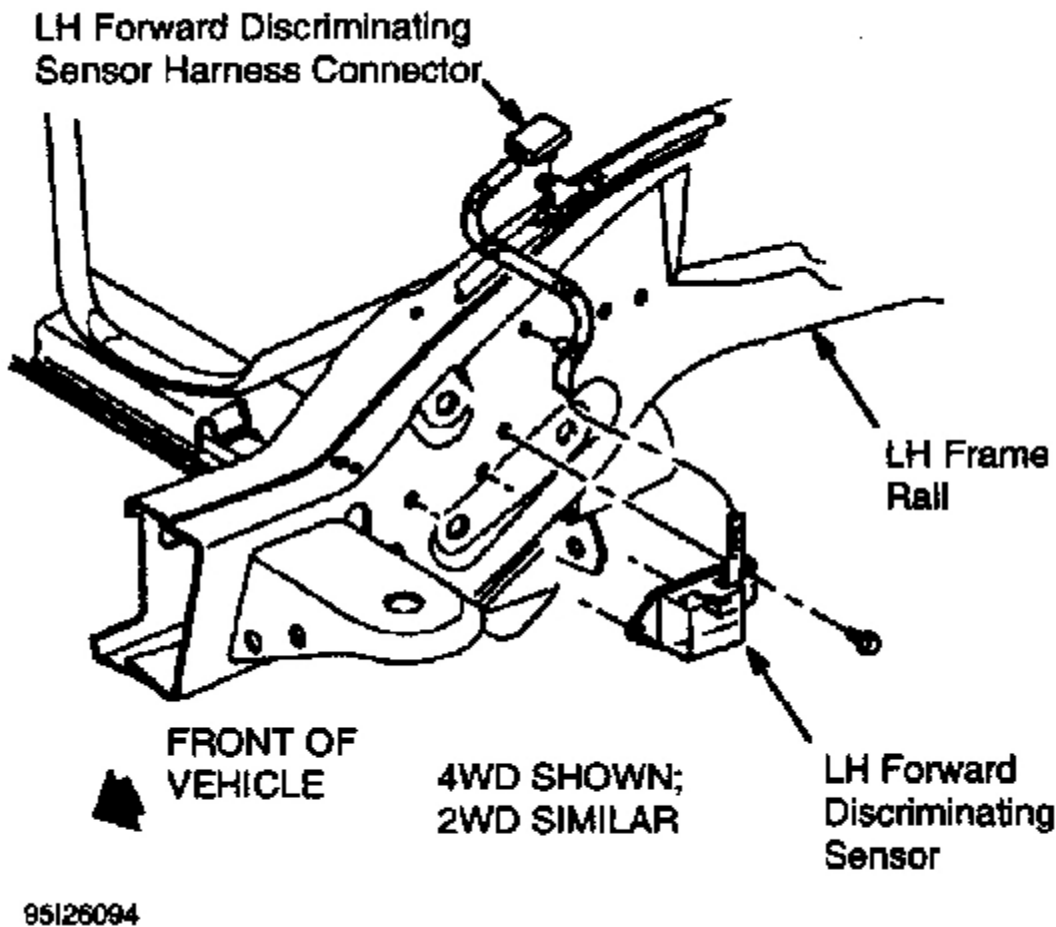


Fig. 5: Removing Right Forward Discriminating Sensor
Courtesy of GENERAL MOTORS CORP.

Installation

1. Align sensor to vehicle, ensuring arrow on sensor body is facing toward front of vehicle. Install fasteners, CPA clip and electrical connector and reinstall connector to retainer clip. Torque fasteners to 10.7 Ft. Lbs. (14.5 N.m).
2. Reactivate air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Check AIR BAG warning light to ensure system is functioning properly. See **SYSTEM OPERATION CHECK**.

STEERING WHEEL

Removal & Installation

1. Before proceeding, follow air bag service precautions. See **SERVICE PRECAUTIONS**. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**.
2. Remove inflator module. See **INFLATOR MODULE** under **REMOVAL & INSTALLATION**. Remove horn contact wire from steering column. Remove steering wheel hexagonal locking nut.

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Using appropriate puller, remove steering wheel. See STEERING WHEEL PULLER SPECIFICATIONS table.

STEERING WHEEL PULLER SPECIFICATIONS

Application	Tool (Part No.)
C/K Series, Sierra, Suburban, Tahoe & Yukon	Puller (J-1859-03) & Screws (J-38720)

SIR COIL ASSEMBLY

NOTE: Front wheels of vehicle must be turned to straight-ahead position before beginning service. Failure to do so can result in coil assembly being removed without being centered. Reinstalling coil assembly under such circumstances causes ribbon in coil assembly to break when steering wheel is turned fully in one direction. Ensure key is always in LOCK position to prevent wheel from turning and uncentering coil assembly. To re-center coil assembly, see CENTERING COIL ASSEMBLY under ADJUSTMENTS.

Removal

1. Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Disable air bag system. See DISABLING & ACTIVATING AIR BAG SYSTEM.
2. Remove inflator module. See INFLATOR MODULE under REMOVAL & INSTALLATION. Remove horn contact wire from steering column. Remove steering wheel. See STEERING WHEEL under REMOVAL & INSTALLATION. DO NOT install puller bolts too far, as damage to coil assembly can result.
3. Remove coil assembly retaining ring from steering shaft. Grasp clear plastic wire protector shield on underside of steering column, and slide downward. Partially remove coil assembly from end of steering wheel shaft and allow coil to hang freely. Note orientation to steering column housing before removal.
4. Remove wave washer from steering shaft. Using Lock Plate Compressor (J-23653-C), depress shaft lock and remove shaft lock retaining ring. Remove shaft lock plate and upper bearing spring. Remove turn signal canceling cam.
5. Remove hazard knob and attaching screw. Remove turn signal switch arm. Remove 3 turn signal switch screws and partially withdraw switch. Disconnect any remaining electrical connectors. Attach mechanics wire to coil assembly lower connector at base of steering column and carefully pull wire through gear shift lever bowl, column housing and lock housing cover.

Installation

1. Carefully feed coil assembly wire and lower connector through lock housing cover, column housing, and gear shift lever bowl. Allow coil assembly to hang freely.

NOTE: Use care not to pinch wires when installing components. After wire is fed through, attach CAUTION tag to wire near connector at base of steering column. Tag is included in coil assembly repair kit.

2. Install turn signal switch and torque screws to 30 INCH Lbs. (3.4 N.m). Install turn signal switch arm and torque attaching screw to 20 INCH Lbs. (2.3 N.m).

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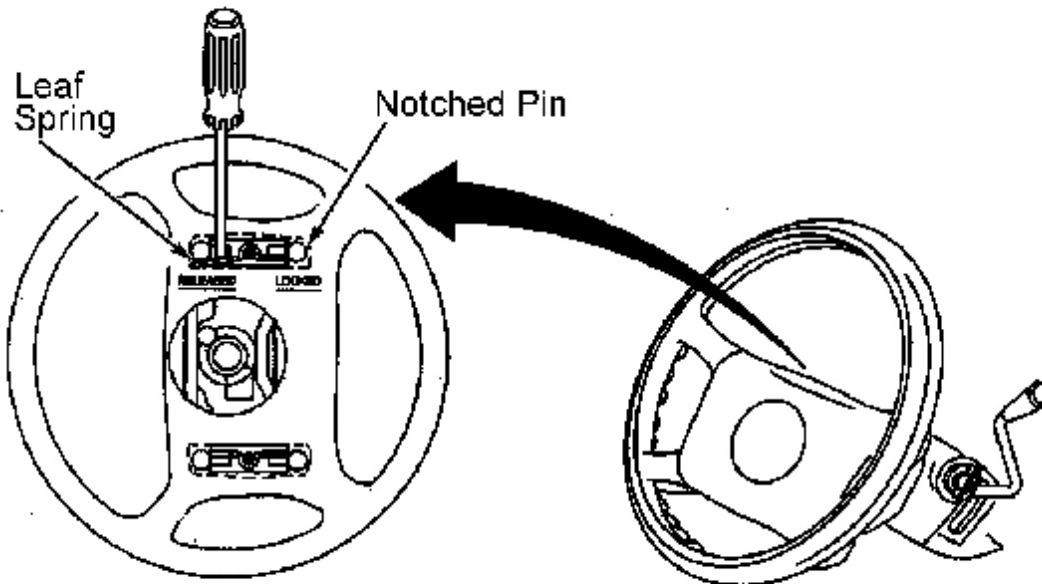
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3. Install hazard knob and attaching screw. Install turn signal canceling cam and shaft lock plate. Install shaft lock retaining ring. Using lock plate compressor, align block tooth on shaft, and depress shaft lock plate. Install wave washer.
4. Ensure coil assembly hub and steering shaft are centered. Coil assembly will become uncentered if column is separated from steering gear and is allowed to rotate, or if centering spring is depressed, allowing hub to rotate while coil assembly is removed from column.
5. Install coil assembly, using horn tower on canceling cam to align hole on inner ring of coil and projections on steering column housing with projections on outer ring of coil. To complete installation, reverse removal procedure.
6. Reactivate air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Check **AIR BAG** warning light to ensure system is functioning properly. See **SYSTEM OPERATION CHECK**.

INFLATOR MODULE

Removal (Driver-Side)

1. Before proceeding, follow air bag service precautions. See **SERVICE PRECAUTIONS**. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Disconnect negative battery cable.
2. Turn steering wheel 90 degrees to access rear shroud holes to inflator module. Using a screwdriver, release ball lock fasteners, or push leaf spring to release pin as appropriate. See **Fig. 6**. Turn steering wheel 180 degrees to access remaining shroud holes and release pin. Partially remove inflator module and disconnect steering wheel inflator module connector, and CPA clip. Disconnect horn contact from inflator. Remove radio control switch connector, if equipped. Remove inflator module.



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Fig. 6: Removing Driver-Side Air Bag Module
Courtesy of GENERAL MOTORS CORP.

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Installation (Driver-Side)

1. Install horn contact, steering wheel inflator module connector, and CPA clip. Install inflator module to steering wheel by firmly pressing module onto steering wheel and engaging notched pins in leaf spring or engage ball lock fasteners as appropriate. Ensure that wires are not pinched.
2. To complete installation, reverse removal procedure. Reactivate air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM** . Check AIR BAG warning light to ensure system is functioning properly. See **SYSTEM OPERATION CHECK** .

DIAGNOSIS & TESTING

WARNING: Failure to follow air bag service precautions may result in air bag deployment and personal injury. See SERVICE PRECAUTIONS. After component replacement, ensure proper system operation. See SYSTEM OPERATION CHECK .

SELF-DIAGNOSIS

Diagnostic Trouble Codes (DTCs)

Diagnostic Energy Reserve Module (DERM) provides a record of DTCs stored according to type. Current DTCs are faults presently being detected. Current DTCs are stored in Random Access Memory (RAM) and are erased when fault is corrected. Current DTCs can be read using a scan tester such as Tech 1, or on-board diagnostics on Cadillac vehicles.

Scan Tester Diagnostics

A scan tester will read and clear current codes and history codes. Ensure scan tester contains correct cartridge for SIR diagnostics. To use scan tester, connect it to DLC connector, plug in power source and turn ignition switch to ON position. Follow scan tester manufacturer instructions for communication with SIR system. Scan tester reads serial data from DERM data link output to DLC connector.

On-Board Diagnostics

On-board diagnostics can only be used on Cadillac models which have an on-board diagnostics panel. Enter diagnostics by depressing WARMER and OFF buttons on diagnostics panel. Service mode and codes will appear in display area. Current Code 51 (accident detected) cannot be cleared using on-board diagnostics; a scan tester is necessary to clear current Code 51. Current Code 34 will remain current after fault is repaired unless ignition is off long enough to allow 36-Volt Loop Reserve (36VLR) to fully discharge.

NOTE: Failure to follow diagnostic procedures may result in extended diagnostic time and incorrect diagnosis and parts replacement.

Diagnostic Procedure

1. **SIR DIAGNOSTIC SYSTEM CHECK** should always be starting point of SIR diagnostics. See appropriate SIR DIAGNOSTIC SYSTEM CHECK under DIAGNOSTIC CHARTS. SIR DIAGNOSTIC SYSTEM CHECK checks for proper INFLATABLE RESTRAINT indicator light operation and SIR trouble codes using flash code and scan tester methods.
2. **SIR DIAGNOSTIC SYSTEM CHECK** will lead to correct diagnostic chart to diagnose SIR problems.

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Always perform SIR DIAGNOSTIC SYSTEM CHECK after repair or diagnostic procedures to ensure repair is correct and no other problems are present.

DIAGNOSTIC CHARTS

SIR DIAGNOSTIC SYSTEM CHECK

Description

Diagnostic procedures used in this section are designed to find and repair SIR problems. For best results, utilize diagnostic charts and follow sequence listed below:

- A. Perform SIR DIAGNOSTIC SYSTEM CHECK. SIR DIAGNOSTIC SYSTEM CHECK should be start of any SIR diagnosis. SIR DIAGNOSTIC SYSTEM CHECK checks for proper AIR BAG indicator operation and SIR trouble codes.
- B. Refer to appropriate diagnostic chart as directed by SIR DIAGNOSTIC SYSTEM CHECK. SIR DIAGNOSTIC SYSTEM CHECK will lead to correct chart to diagnose any SIR problems. Bypassing these procedures may result in extended diagnostic time.
- C. Repeat SIR DIAGNOSTIC SYSTEM CHECK after any repair or diagnostic procedures are performed. Repeating SIR DIAGNOSTIC SYSTEM CHECK will ensure repair was made correctly and no other conditions exist. When ignition is first turned on, system voltage is applied from AIR BAG fuse to Diagnostic Energy Reserve Module (DERM) at IGNITION 1 input terminals A9 and A10, and from GAUGES fuse to DERM at REDUNDANT INDICATOR IGNITION 1 input terminal B2. DERM responds by flashing AIR BAG indicator 7-9 times. When engine is cranked, system voltage is applied to DERM at CRANK input. DERM grounds light circuit until system voltage is removed from CRANK input. This results in a steady AIR BAG indicator during cranking. After engine is cranked, DERM will again flash AIR BAG indicator 6 times.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. AIR BAG indicator should flash 7 times as ignition is just turned on.
2. As engine is cranked, AIR BAG indicator should remain on.
3. After cranking, AIR BAG indicator should flash 6 times and go off.
4. Checks for proper operation of SERIAL DATA circuit. This test also determines whether history DTCs are stored and, if they are, identify them.
5. Checks DERM's ability to communicate through SERIAL DATA LINE.
6. Test will refer to proper DTC chart to diagnose history DTCs stored in DERM memory.
7. Flashing of AIR BAG warning light 4 times during BULB CHECK indicates a malfunction in redundant lamp driver circuit. These malfunctions are diagnosed by DTC 62 chart.
8. Checks for proper operation of AIR BAG warning light and separates a "lamp on constantly" warning light fault from a "lamp never comes on" fault.
9. Checks for proper operation of SERIAL DATA circuit. Also identifies DTCs and determines if DTCs are current or history.
10. Requests technician to record all DTCs on repair order and refers technician to appropriate DTC chart.

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Diagnostic Aids

Order in which DTCs are diagnosed is important. Failure to diagnose DTCs in order specified may result in extended diagnostic time, incorrect diagnosis, and incorrect parts replacement.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

Step	Action	Yes	No
1	1. Note the "AIR BAG" warning lamp as the ignition switch is turned "ON". 2. Does the "AIR BAG" warning lamp flash seven times?	Go to Step 2	Go to Step 7
2	1. Note the "AIR BAG" warning lamp as the engine is started. 2. Does the "AIR BAG" warning lamp come "ON" steady during cranking?	Go to Step 3	Go to Table D
3	1. Note the "AIR BAG" warning lamp after starting. 2. Does the "AIR BAG" warning lamp flash six times, then go "OFF"?	Go to Step 4	Go to Step 9
4	1. Connect a scan tool to Data Link Connector, follow directions given in the scan tool instruction manual. 2. Request the SIR Diagnostic Trouble Code display. 3. Is a (are) history Diagnostic Trouble Code(s) displayed?	Go to Step 6	Go to Step 5
5	1. Does the scan tool indicate no data received?	Go to Table F	System OK
6	1. Record all the displayed Diagnostic Trouble Codes on the repair order specifying as history. 2. Ignition switch "OFF". 3. Refer to "Diagnostic Aids" for the indicated diagnostic trouble code. A history Diagnostic Trouble Code indicates the malfunction has been repaired (but DTCs were not cleared) or is intermittent. 4. Has the diagnosis been performed and DTCs cleared?	Go to Step 1	—
7	1. Does the "AIR BAG" warning lamp flash four times?	Go to DTC 62	Go to Step 8
8	1. Does the "AIR BAG" warning lamp come "ON" steady?	Go to Table B	Go to Table C
9	1. Connect a scan tool to Data Link Connector, follow directions given in the scan tool instruction manual. 2. Request the SIR Diagnostic Trouble Code display. 3. Is a (are) current Diagnostic Trouble Code(s) displayed?	Go to Step 10	Go to Table F
10	1. Record all the displayed Diagnostic Trouble Codes on the repair order specifying as current or history. 2. When DTC 51 is set, diagnose as directed by DTC 51 table prior to diagnosing any other Diagnostic Trouble Code. 3. Diagnose all the remaining current Diagnostic Trouble Codes from lowest to highest. 4. Has Current DTC diagnosis been performed and all current DTC(s) cleared?	Go to Step 11	—
11	1. Is a (are) history Diagnostic Trouble Code(s) recorded on the repair order?	Go to Step 6	—

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Fig. 7: SIR Diagnostic System Check
Courtesy of GENERAL MOTORS CORP.

CHART A - DERM INTEGRITY CHECK

Description

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When DERM recognizes IGNITION 1 voltage, applied to terminals A9 and A10, is in normal operating voltage range, AIR BAG warning light is flashed 7 times to verify operation. At this time, DERM performs TURN-ON tests followed by CONTINUOUS MONITORING tests. When no malfunctions are detected, DERM proceeds to INITIATOR ASSEMBLY RESISTANCE TEST. When a malfunction is detected, DERM sets a current diagnostic trouble code and illuminates AIR BAG warning light. DERM will clear current diagnostic trouble codes and move them to a history file when malfunction is no longer detected and/or ignition switch is cycled, except for DTC 51. DTC 51 can only be cleared using a scan tool CLEAR CODES command.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first if SIR system failure is suspected.
2. Confirms a current malfunction. If not-current malfunction is occurring, DIAGNOSTIC AIDS for appropriate DTC should be referenced. DERM should not be replaced for a history DTC.
3. Checks for malfunction introduced into SIR system during diagnostic process. It is unlikely a malfunctioning DERM would cause a new malfunction to occur during diagnostic process.
4. When circuit outside DERM has been found to operate properly, as indicated by appropriate diagnostic chart, then and only then should DERM be replaced.
5. DTC or symptom is no longer present. Malfunction may be intermittent, or may have been repaired during diagnosis of SIR system. Check system thoroughly for loose connections and other possible intermittent faults.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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NOTE: THIS TABLE ASSUMES THAT THE "SIR DIAGNOSTIC SYSTEM CHECK" AND EITHER A SYMPTOM TABLE OR A DIAGNOSTIC TROUBLE CODE TABLE DIAGNOSIS HAVE BEEN PERFORMED. WHEN ALL CIRCUITRY OUTSIDE THE DERM HAS BEEN FOUND TO OPERATE PROPERLY, AS INDICATED BY THE APPROPRIATE DIAGNOSTIC TABLE, AND THE SYMPTOM OR DTC REMAINS CURRENT, THE FOLLOWING DIAGNOSTIC PROCEDURES MUST BE PERFORMED TO VERIFY THE NEED FOR DERM REPLACEMENT.

Step	Action	Yes	No
1	1. Were you sent here from a Symptom Table or a Diagnostic Trouble Code Table?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Reconnect all the SIR system components. 3. Ensure the ignition switch has been "OFF" for at least two minutes. 4. Note the AIR BAG warning lamp as ignition switch is turned "ON". 5. Does the AIR BAG warning lamp flash seven times and go "OFF"?	Go to Step 5	Go to Step 3
3	1. Using a scan tool, request the Diagnostic Trouble Code display. 2. Is the same symptom or DTC occurring as was when the "SIR Diagnostic Check" was first performed?	Go to Step 4	Go to "SIR Diagnostic System Check"
4	1. Clear the SIR Diagnostic Trouble Codes. 2. Turn the ignition switch "OFF" for at least two minutes. 3. Note the AIR BAG warning lamp as the ignition switch is turned "ON". 4. Does the AIR BAG warning lamp flash seven times and then go "OFF"?	System OK	Go to Step 6
5	1. The symptom or DTC is no longer occurring. 2. Clear the SIR Diagnostic Trouble Codes. 3. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—
6	1. Ignition switch "OFF". 2. Replace the DERM. 3. Has the DERM been replaced?	Go to "SIR Diagnostic System Check"	—

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Fig. 8: Chart A - DERM Integrity Check
Courtesy of GENERAL MOTORS CORP.

CHART B - AIR BAG WARNING LAMP COMES ON STEADY

Description

When ignition is first turned on, IGNITION 1 voltage is applied from GAUGES fuse to REDUNDANT INDICATOR IGNITION 1, terminal B2, and to AIR BAG warning light which is connected to SIR INDICATOR, terminal B1. SIR fuse applies system voltage to IGNITION 1 inputs, terminals A9 and A10. DERM responds by flashing AIR BAG warning light 7 times. If IGNITION 1 is outside of normal operating voltage range, AIR BAG warning light will come on with no DTCs set. When engine is being cranked, IGNITION 1 voltage is applied from SIR CRANK SENSE fuse to DERM at CRANK input. DERM responds by grounding SIR INDICATOR output until IGNITION 1 voltage is removed from CRANK input. This results in AIR BAG warning light being on during cranking. After cranking, DERM will flash AIR BAG warning light 6 times.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see **WIRING DIAGRAMS**. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Open AIR BAG fuse will cause warning light to come on steady.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

3. A disconnected DERM harness will cause warning light to come on steady via shorting bar from terminals A1 to B1.
4. Refer to note at top of Chart.
5. Refer to note at top of Chart.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38126-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Remove and inspect the "AIR BAG" fuse. 3. Is the fuse good?	Go to Step 3	Go to Step 16
3	1. Inspect the DERM electrical harness connector connection to the DERM. 2. Is the connector securely connected to the DERM?	Go to Step 4	Go to Step 20
4	1. Disconnect the DERM. 2. Check for proper connection to the DERM at terminals "A1", "A9", "A10" and "A12". 3. Is the connector damaged or corroded?	Go to Step 6	Go to Step 7
5	1. Check for proper connection to the DERM at terminals "A1", "A9", "A10" and "A12". 2. Are the DERM terminals damaged or corroded?	Go to Step 8	Go to Step 22
6	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 5	—

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Fig. 9: Chart B - Air Bag Warning Lamp Comes On Steady (1 Of 3)
Courtesy of GENERAL MOTORS CORP.

6. Checks for an open in IGNITION 1 circuit to DERM.
7. Checks for a short from SIR INDICATOR circuit to ground.
8. Checks for a short from CRANK input to voltage.
9. Checks if a short from CRANK input circuit to ground caused AIR BAG fuse to open.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
7	1. Check for proper connection to the DERM at terminals "A1", "A9", "A10" and "A12". 2. Are the DERM terminals damaged or corroded?	Go to Step 8	Go to Step 9
8	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 22	—
9	1. Measure resistance from DERM harness connector terminal "A1" to terminal "A2". 2. Is resistance 5.0 ohms or less?	Go to Step 11	Go to Step 10
10	1. Repair open in CKT 1003. 2. Has the open CKT been repaired?	Go to Step 22	—
11	1. Measure the resistance from each terminal of the AIR BAG fuse holder to the DERM electrical harness connector terminal "A9". 2. Is either measurement 5.0 ohms or less?	Go to Step 12	Go to Step 21
12	1. Install the AIR BAG fuse. 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Connect both the DERM electrical harness connector and the harness side of the yellow 2-way electrical connector at the base of the steering column to J 38715 SIR Driver Passenger Load Tool. 4. Ignition switch "ON". 5. Does the AIR BAG warning lamp come "ON"?	Go to Step 13	Go to Step 14
13	1. Ignition switch "OFF". 2. Disconnect J 38715. 3. Repair the short from CKT 358 to ground. 4. Has the short CKT been repaired?	Go to Step 22	—
14	1. Ignition switch "OFF". 2. Disconnect J 38715. 3. Ignition switch "ON". 4. Measure the voltage on the DERM electrical harness connector from terminal "B10" to terminal "A1" (ground). 5. Is the voltage 1 volt or less?	Go to Chart A	Go to Step 15
15	1. Ignition switch "OFF". 2. Repair the short from CKT 806 to B+. 3. Has the short CKT been repaired?	Go to Step 22	—
16	1. Replace the AIR BAG fuse. 2. Ignition switch "ON". 3. Wait 10 seconds. 4. Ignition switch "OFF". 5. Remove and inspect the AIR BAG fuse. 6. Is the fuse good?	Go to Step 22	Go to Step 17

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**Fig. 10: Chart B - Air Bag Warning Lamp Comes On Steady (2 Of 3)
Courtesy of GENERAL MOTORS CORP.**

10. Checks if short to ground is due to malfunctioning arming sensor or short in wiring.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
17	<ol style="list-style-type: none"> 1. Disconnect the Arming Sensor. 2. Replace the AIR BAG fuse. 3. Ignition switch "ON". 4. Wait 10 seconds. 5. Ignition switch "OFF". 6. Remove and inspect the AIR BAG fuse. 7. Is the fuse good? 	Go to Step 18	Go to Step 19
18	<ol style="list-style-type: none"> 1. Replace the Arming Sensor. 2. Has the sensor been replaced? 	Go to Step 22	—
19	<ol style="list-style-type: none"> 1. Repair the short to ground in CKT 1139. 2. Has the short CKT been repaired? 	Go to Step 22	—
20	<ol style="list-style-type: none"> 1. Properly connect the DERM electrical harness connector to the DERM. 2. Has the connector been properly connected to the DERM? 	Go to Step 22	—
21	<ol style="list-style-type: none"> 1. Repair the open in CKT 1139A or 1139B. 2. Has the open CKT been repaired? 	Go to Step 22	—
22	<ol style="list-style-type: none"> 1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted? 	Go to Step 23	—
23	<ol style="list-style-type: none"> 1. Clear the SIR Diagnostic Trouble Codes 2. Have the SIR Diagnostic Trouble Codes been cleared? 	Go to "SIR Diagnostic System Check"	—

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Fig. 11: Chart B - Air Bag Warning Lamp Comes On Steady (3 Of 3)
 Courtesy of GENERAL MOTORS CORP.

CHART C - AIR BAG WARNING LAMP DOES NOT COME ON

Description

When ignition is first turned on, system voltage is applied from GAUGES fuse to REDUNDANT INDICATOR IGNITION 1 terminal B2. SIR fuse applies system voltage to IGNITION 1 inputs, terminals A9 and A10. DERM responds by flashing AIR BAG warning light 7 times. When engine is being cranked, IGNITION 1 voltage is applied from SIR CRANK SENSE fuse to DERM at CRANK input. DERM responds by grounding SIR INDICATOR output until IGNITION 1 voltage is removed from CRANK input. This results in AIR BAG warning light being on during cranking. After cranking, DERM will flash AIR BAG warning light 6 times.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether malfunction is in DERM or instrument cluster power feed circuit.
3. Refer to note at top of Chart.
4. Refer to note at top of Chart.
5. Refer to note at top of Chart.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Apply the Parking Brake. 2. Ignition switch "ON". 3. Does the "Brake" warning lamp come "ON"?	Go to Step 3	Go to Step 21
3	1. Ignition switch to "OFF". 2. Disconnect the DERM. 3. Check for proper connection to the DERM at terminal "B1". 4. Is the DERM electrical harness connector damaged or corroded?	Go to Step 4	Go to Step 6
4	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 5	—
5	1. Check for proper connection to the DERM at terminal "B1". 2. Are the DERM terminals damaged or corroded?	Go to Step 7	Go to Step 33

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Fig. 12: Chart C - Air Bag Warning Lamp Does Not Come On (1 Of 4)
Courtesy of GENERAL MOTORS CORP.

6. Refer to note at top of Chart.
7. Checks for an open in SIR INDICATOR circuit, instrument cluster circuit, and AIR BAG warning light bulb.
8. Checks whether malfunction is a short from SIR INDICATOR circuit to voltage.
9. Refer to note at top of Chart.
10. Refer to note at top of Chart.
11. Checks whether malfunction is a bad indicator bulb.
12. Checks whether malfunction is an open in SIR INDICATOR circuit or an open in instrument cluster.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
6	1. Check for proper connection to the DERM at terminal "B1". 2. Are the DERM terminals damaged or corroded?	Go to Step 7	Go to Step 8
7	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 33	—
8	1. Measure the resistance on the DERM electrical harness connector from terminal "B2" to terminal "B1". 2. Is the resistance 5.0 ohms to 25 ohms?	Go to Step 9	Go to Step 12
9	1. Disconnect the instrument cluster. 2. Connect the DERM electrical harness connector to J 38715 SIR driver/passenger load tool DERM connector. 3. Ignition switch "ON". 4. Measure the voltage from instrument cluster electrical harness connector terminal "1" to ground. 5. Is the voltage 1 volt or less?	Go to Step 10	Go to Step 11
10	1. Install the instrument cluster. 2. Has the instrument cluster been installed?	Go to TABLE A	—
11	1. Repair the short from CKT to 358 to B+. 2. Has the short CKT been repaired?	Go to Step 33	—
12	1. Remove the instrument cluster. 2. Check for proper connection to the instrument cluster at terminal "1". 3. Is the instrument cluster electrical harness connector damaged or corroded?	Go to Step 13	Go to Step 14
13	1. Repair the instrument cluster harness electrical connector. 2. Has the connector been repaired?	Go to Step 14	—
14	1. Check for proper connection to the instrument cluster at terminal "1". 2. Are the instrument cluster terminals damaged or corroded?	Go to Step 15	Go to Step 16
15	1. Service or replace instrument cluster as needed. 2. Install the instrument cluster. 3. Has the instrument cluster been installed?	Go to Step 33	—
16	1. Remove and inspect the "AIR BAG" bulb. 2. Is the bulb good?	Go to Step 18	Go to Step 17
17	1. Replace the "AIR BAG" bulb. 2. Install the instrument cluster. 3. Has the instrument cluster been installed?	Go to Step 33	—
18	1. Install the "AIR BAG" bulb. 2. Measure the resistance from the instrument cluster electrical harness connector terminal "1" to the DERM electrical harness connector terminal "B1". 3. Is the resistance 5.0 ohms or less?	Go to Step 19	Go to Step 20
19	1. Service the instrument cluster. 2. Install the instrument cluster. 3. Has the instrument cluster been installed?	Go to Step 33	—

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**Fig. 13: Chart C - Air Bag Warning Lamp Does Not Come On (2 Of 4)
Courtesy of GENERAL MOTORS CORP.**

13. Checks for power in instrument cluster power feed circuit.
14. Checks for a short from instrument cluster power feed circuit to ground.
15. Checks if short to ground is fault in wiring harness or a malfunctioning DERM.
16. Refer to note at top of Chart.
17. Refer to note at top of Chart.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

18. Checks whether malfunction is due to an open feed circuit from GAUGES fuse to instrument cluster, or an open power feed to GAUGES fuse.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 36818-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
20	1. Repair the open in CKT 358. 2. Has the open CKT been repaired?	Go to Step 33	—
21	1. Ignition switch "OFF". 2. Remove and inspect the GAGES fuse. 3. Is the fuse good?	Go to Step 26	Go to Step 22
22	1. Replace the GAGES fuse. 2. Ignition switch "ON". 3. Wait 10 seconds. 4. Ignition switch "OFF". 5. Remove and inspect the GAGES fuse. 6. Is the fuse good?	Go to Step 23	Go to Step 24
23	1. Install the GAGES fuse. 2. Has the fuse been installed?	Go to Step 33	—
24	1. Disconnect the yellow 2-way electrical connector at the base of the steering column. 2. Disconnect the DERM. 3. Replace the GAGES fuse. 4. Ignition switch "ON". 5. Wait 10 seconds. 6. Ignition switch "OFF". 7. Remove and inspect the GAGES fuse. 8. Is the fuse good?	Go to Chart A	Go to Step 25
25	1. Repair the short to ground in CKT 39 or the instrument cluster. 2. Has the short CKT been repaired?	Go to Step 33	—
26	1. Disconnect the instrument cluster. 2. Check for proper connection to the instrument cluster at terminal "22". 3. Is the instrument cluster electrical harness connector damaged or corroded?	Go to Step 27	Go to Step 28
27	1. Repair the instrument cluster electrical harness connector. 2. Has the connector been repaired?	Go to Step 28	—
28	1. Check for proper connection to the instrument cluster at terminal "22". 2. Are the instrument cluster terminals damaged or corroded?	Go to Step 29	Go to Step 30
29	1. Service or replace the instrument cluster as needed. 2. Install the instrument cluster. 3. Has the instrument cluster been installed?	Go to Step 33	—
30	1. Measure the resistance from instrument cluster electrical harness connector terminal "22" to each terminal of the GAGES fuse holder. 2. Is either measurement 5.0 ohms or less?	Go to Step 32	Go to Step 31

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Fig. 14: Chart C - Air Bag Warning Lamp Does Not Come On (3 Of 4)
Courtesy of GENERAL MOTORS CORP.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
31	1. Repair open in CKT 39 between the instrument cluster and the GAGES fuse holder. 2. Has the open CKT been repaired?	Go to Step 33	—
32	1. Repair the open in power lead to the GAGES fuse. 2. Has the open CKT been repaired?	Go to Step 33	—
33	1. Reconnect all the SIR system components. 2. Ensure the components are properly mounted. 3. Have all the SIR system components been reconnected and properly mounted?	Go to Step 34	—
34	1. Clear all the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 15: Chart C - Air Bag Warning Lamp Does Not Come On (4 Of 4)

Courtesy of GENERAL MOTORS CORP.

CHART D - AIR BAG WARNING LAMP DOES NOT COME ON STEADY DURING CRANKING

Description

When ignition is first turned on, system voltage is applied from GAUGES fuse to REDUNDANT INDICATOR IGNITION 1 terminal B2, and to AIR BAG warning light which is connected to SIR INDICATOR, terminal B1. SIR fuse applies system voltage to IGNITION 1 inputs, terminals A9 and A10. DERM responds by flashing AIR BAG warning light 7 times. When engine is being cranked, IGNITION 1 voltage is applied from SIR CRANK SENSE fuse to DERM at CRANK input. DERM responds by grounding SIR INDICATOR output until IGNITION 1 voltage is removed from CRANK input. This results in AIR BAG warning light being on during cranking. After cranking, DERM will flash AIR BAG warning light 6 times.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether malfunction is caused by an open CRANK fuse.
3. Refer to note at top of Chart.
4. Refer to note at top of Chart.
5. Refer to note at top of Chart.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 36516-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 39125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Remove and inspect the CRANK fuse. 3. Is the fuse good?	Go to Step 3	Go to Step 12
3	1. Ignition switch to "OFF". 2. Disconnect the DERM. 3. Check for proper connection to the DERM at terminal "B10". 4. Is the DERM electrical harness connector damaged or corroded?	Go to Step 4	Go to Step 6
4	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 5	—
5	1. Check for proper connection to the DERM at terminal "B10". 2. Are the DERM terminals damaged or corroded?	Go to Step 7	Go to Step 15
6	1. Check for proper connection to the DERM at terminal "B10". 2. Are the DERM terminals damaged or corroded?	Go to Step 7	Go to Step 8

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Fig. 16: Chart D - Air Bag Warning Lamp Does Not Come On Steady During Cranking (1 Of 2)
Courtesy of GENERAL MOTORS CORP.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

6. Checks for signal to CRANK input during cranking.
7. Checks whether lack of a proper crank signal is due to an open CRANK input circuit or an open power feed to CRANK fuse.
8. Checks whether CRANK fuse is open due to a short to ground in CRANK input circuit.
9. Checks whether short to ground is in wiring harness.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
7	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 15	—
8	1. Install the CRANK fuse. 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Measure the voltage on the DERM electrical harness connector from terminal "B10" to terminal "A1" (ground) while starting engine. 4. Is the voltage greater than 7.25 volts?	Go to TABLE A	Go to Step 9
9	1. Ignition switch "OFF". 2. Remove the CRANK fuse. 3. Measure the resistance from each terminal of the fuse holder to the DERM electrical harness connector terminal "B10". 4. Is either measurement 5.0 ohms or less?	Go to Step 10	Go to Step 11
10	1. Repair the open in the power feed to the CRANK fuse. 2. Has the power feed been repaired?	Go to Step 15	—
11	1. Repair the open in CKT 806. 2. Has the open CKT been repaired?	Go to Step 15	—
12	1. Replace the CRANK fuse. 2. Start the engine. 3. Ignition switch "OFF". 4. Remove and inspect the CRANK fuse. 5. Is the fuse good?	Go to Step 15	Go to Step 13
13	1. Disconnect the yellow 2-way electrical connector at the base of the steering column. 2. Disconnect the DERM. 3. Replace the CRANK fuse. 4. Start the engine. 5. Ignition switch "OFF". 6. Remove and inspect the CRANK fuse. 7. Is the fuse good?	Go to Chart A	Go to Step 14
14	1. Repair the short from CKT 806 to ground. 2. Has the short CKT been repaired?	Go to Step 15	—
15	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 16	—
16	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 17: Chart D - Air Bag Warning Lamp Does Not Come On Steady During Cranking (2 Of 2)
Courtesy of GENERAL MOTORS CORP.

CHART F - DERM CANNOT COMMUNICATE THROUGH SERIAL DATA LINE

Description

When DERM recognizes IGNITION 1 voltage, applied to terminal A9 and A10, is in normal operating voltage range, AIR BAG warning light is flashed 7 times to verify operation. At this time DERM performs TURN-ON tests followed by CONTINUOUS MONITORING tests. When no malfunctions are detected, DERM proceeds to INITIATOR ASSEMBLY RESISTANCE TEST. When a malfunction is detected, DERM sets a current DTC and illuminates AIR BAG warning light. DERM will clear current DTCs and

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move them to a history file when malfunction is no longer detected and/or ignition switch is cycled, except for DTC 51. DTC 51 can only be cleared using a scan tool CLEAR CODES command.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Confirms proper operation of scan tool.
3. Incorrect connection to data link connector will prevent communications from being established.
4. Checks for general SERIAL DATA line malfunction.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 35125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Attempt to establish communication with the SIR system on another vehicle. 2. Can communication be established?	Go to Step 3	Refer to Scan tool instruction manual
3	1. Ignition switch "OFF". 2. Check for proper connection of the scan tool to the Data Link Connector at terminal "M". 3. Is the connector damaged or corroded?	Go to Step 4	Go to Step 5
4	1. Repair the Data Link Connector. 2. Has the connector been repaired?	Go to Step 18	—
5	1. Ignition switch "ON". 2. Attempt to establish communication with the PCM or the ECM. 3. Can communication be established?	Go to Step 6	Go to Step 13

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Fig. 18: Chart F - DERM Cannot Communicate Through Serial Data Line (1 Of 3)
Courtesy of GENERAL MOTORS CORP.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

5. Refer to note at top of Chart.
6. Refer to note at top of Chart.
7. Refer to note at top of Chart.
8. Checks if malfunction is open in SERIAL DATA line or malfunction in DERM.

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9. Checks for a short to ground in SERIAL DATA line.
10. Checks for a short to voltage in SERIAL DATA line.
11. Checks if malfunction is open in SERIAL DATA line or malfunction in DERM.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
6	1. Ignition switch "OFF". 2. Disconnect the DERM. 3. Check for proper connection at the DERM electrical harness connector terminal "A11". 4. Is the DERM electrical harness connector damaged or corroded?	Go to Step 7	Go to Step 9
7	1. Repair the DERM electrical harness connector. 2. Has the DERM been repaired?	Go to Step 8	—
8	1. Check for proper connection to the DERM at terminal "A11". 2. Are the DERM terminals damaged or corroded?	Go to Step 10	Go to Step 19
9	1. Check for proper connection to the DERM at terminal "A11". 2. Are the DERM terminals damaged or corroded?	Go to Step 10	Go to Step 11
10	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 19	—
11	1. Measure the resistance from the Data Link Connector terminal "M" to the DERM electrical harness connector terminal "A11". 2. Is the resistance 5.0 ohms or less?	Go to Step 10	Go to Step 12
12	1. Repair the open in CKT 800. 2. Has the open CKT been repaired?	Go to Step 19	—
13	1. Ignition switch "OFF". 2. Disconnect the DERM and the PCM or ECM. 3. Measure the resistance on the Data Link Connector terminal "M" to terminal "A" (ground). 4. Does J 39200 display "OL" (infinite)?	Go to Step 15	Go to Step 14
14	1. Repair the short from CKT 800 to ground. 2. Has the short CKT been repaired?	Go to Step 19	—
15	1. Ignition switch "ON". 2. Measure voltage on Data Link Connector from terminal "M" to terminal "A" (ground). 3. Is any voltage measured?	Go to Step 16	Go to Step 17
16	1. Ignition switch "OFF". 2. Repair short from CKT 800 to voltage. 3. Has the short CKT been repaired?	Go to Step 19	—
17	1. Ignition switch "OFF". 2. Measure the resistance from the Data Link Connector terminal "M" to the DERM electrical harness connector "A11". 3. Is the resistance 5.0 ohms or less?	Go to Step 18	Go to Step 12

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**Fig. 19: Chart F - DERM Cannot Communicate Through Serial Data Line (2 Of 3)
Courtesy of GENERAL MOTORS CORP.**

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35516-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
18	1. Reconnect the PCM or ECM. 2. Perform the "On-Board Diagnostic System Check" 3. Is the PCM or ECM functioning properly?	Go to Step 10	Refer to diagnostic information provided in
19	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 20	---
20	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	---

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Fig. 20: Chart F - DERM Cannot Communicate Through Serial Data Line (3 Of 3)
Courtesy of GENERAL MOTORS CORP.

DTC 14 - ARMING SENSOR DISCONNECTED

Description

DERM monitors voltage at DRIVER SOURCE SENSE terminal A5, DRIVER-SIDE HIGH terminal B9, and DRIVER-SIDE LOW terminal B8 during CONTINUOUS MONITORING tests. When all voltages are simultaneously below a specified value for 500 milliseconds, DTC 14 sets.

Action Taken

DERM turns on AIR BAG warning light and sets DTC.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks for proper connection of arming sensor jumper harness electrical connector.
3. Checks for proper connection of arming sensor to SIR wiring harness.

Diagnostic Aids

It is unlikely an intermittent condition has set this DTC as this would require a poor connection at terminals "A" and "B", or at terminals "C" and "D".

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS". WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR".

Step	Action	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Disconnect the Arming Sensor jumper harness electrical connector (C111) and reconnect. 4. Reconnect the yellow 2-way electrical connector at the base of the steering column. 5. Ignition switch "ON". 6. Is DTC 14 current?	Go to Step 3	Go to Step 4
3	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Disconnect the Arming Sensor electrical harness connector from the Arming Sensor and reconnect. 4. Reconnect the yellow 2-way electrical connector at the base of the steering column. 5. Ignition switch "ON". 6. Is DTC 14 current?	Go to Chart A	Go to Step 4
4	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 21: DTC 14 - Arming Sensor Disconnected

Courtesy of GENERAL MOTORS CORP.

DTC 21 - DRIVER INITIATOR CIRCUIT RESISTANCE HIGH

Description

During initiator assembly resistance tests, DERM grounds DRIVER-SIDE LOW terminal B8, turns on driver current source at DRIVER-SIDE HIGH terminal B9, and injects a known amount of current into circuit.

Failure Conditions

Combined resistance of driver inflator module, SIR coil, harness wiring, circuits No. 347A and 348A, and connector terminal contact is greater than a specified value.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.

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2. Checks for terminal deformation or contamination.
3. Checks whether malfunction is in driver inflator module circuit or in DERM wiring harness circuit.
4. Checks whether malfunction is in driver inflator module or in SIR coil assembly.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Check for proper connection at terminals "A" and "B" on the harness side of the 2-way electrical connector. 4. Are the terminals damaged or corroded?	Go to Step 3	Go to Step 5
3	1. Repair the yellow 2-way electrical connector at the base of the steering column. 2. Has the connector been repaired?	Go to Step 4	—
4	1. Check for proper connection at terminals "A" and "B" on the SIR coil assembly side of the 2-way connector. 2. Are the terminals damaged or corroded?	Go to Step 8	Go to Step 20
5	1. Check for proper connection at terminals "A" and "B" on the SIR coil assembly side of the 2-way connector. 2. Are the terminals damaged or corroded?	Go to Step 6	Go to Step 7
6	1. Replace the SIR coil assembly. 2. Has the SIR coil assembly been replaced?	Go to Step 20	—
7	1. Reconnect the yellow 2-way electrical connector at the base of the steering column. 2. Ignition switch "ON". 3. Is DTC 21 current?	Go to Step 8	Go to Step 3
8	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column and connect harness side to J 38715 SIR Driver/Passenger Load Tool. 3. Ignition switch "ON". 4. Is DTC 21 current?	Go to Step 11	Go to Step 8
9	1. Ignition switch "OFF". 2. Remove the Inflator Module from the steering wheel. 3. Reconnect yellow 2-way electrical connector at the base of the steering column. 4. Connect J 38715 to the Inflator Module electrical connector on the steering column. 5. Ignition switch "ON". 6. Is DTC 21 current?	Go to Step 6	Go to Step 10

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Fig. 22: DTC 21 - Driver Initiator Circuit Resistance High (1 Of 2)
Courtesy of GENERAL MOTORS CORP.

5. Checks for high resistance in DRIVER-SIDE LOW circuit.

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6. Checks for high resistance in DRIVER-SIDE HIGH circuit.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection at Yellow 2-pin connector near base of steering column, DERM terminals B8 or B9, or connection at top of steering column to driver inflator module.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35515-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
10	1. Ignition switch "OFF". 2. Replace the Inflator Module. 3. Has the Inflator Module been replaced?	Go to Step 20	—
11	1. Ignition switch "OFF". 2. Disconnect J 38715. 3. Disconnect the DERM. 4. Check for proper connection to the DERM at terminals "B8" and "B9". 5. Is the DERM electrical harness connector damaged or corroded?	Go to Step 12	Go to Step 14
12	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 13	—
13	1. Check for proper connection to the DERM at terminals "B8" and "B9". 2. Are the DERM terminals damaged or corroded?	Go to Step 15	Go to Step 20
14	1. Check for proper connection to the DERM at terminals "B8" and "B9". 2. Are the DERM terminals damaged or corroded?	Go to Step 15	Go to Step 16
15	1. Ignition switch "OFF". 2. Replace the DERM. 3. Has the DERM been replaced?	Go to Step 20	—
16	1. Measure the resistance from the DERM electrical harness connector terminal "B8" to the yellow 2-way electrical connector terminal "B". 2. Is the resistance 1.0 ohms or less?	Go to Step 18	Go to Step 17
17	1. Repair the high resistance in CKT 348A. 2. Has the high resistance been repaired?	Go to Step 20	—
18	1. Measure the resistance from the DERM electrical harness connector terminal "B9" to the yellow 2-way electrical connector terminal "A". 2. Is the resistance 1.0 ohms or less?	Go to Chart A	Go to Step 19
19	1. Repair the high resistance in CKT 347A. 2. Has the high resistance been repaired?	Go to Step 20	—
20	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 21	—
21	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 23: DTC 21 - Driver Initiator Circuit Resistance High (2 Of 2)

Courtesy of GENERAL MOTORS CORP.

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DTC 22 - DRIVER INITIATOR CIRCUIT RESISTANCE LOW

Description

During initiator assembly resistance tests, DERM grounds DRIVER-SIDE LOW terminal B8, turns on driver current source at DRIVER-SIDE HIGH terminal B9, and injects a known amount of current into circuit.

Failure Conditions

Combined resistance of driver inflator module, SIR coil, harness wiring, circuits No. 347A and 348A, and connector terminal contact is greater than a specified value.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether malfunction is in driver inflator module or in DERM or wiring harness.
3. Checks for short from DRIVER-SIDE HIGH to DRIVER-SIDE LOW circuit.
4. Checks whether malfunction is in driver inflator module or in SIR coil assembly.

Diagnostic Aids

An intermittent condition is likely to be caused by a short between circuit No. 347 and circuit No. 348, or a malfunctioning shorting clip at base of steering column. Test for diagnostic trouble code is only run while AIR BAG warning light is performing bulb check. When a scan tool CLEAR CODES command is issued and malfunction is still present, DTC will not reappear until next ignition cycle.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF." 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Reconnect the yellow 2-way electrical connector at the base of the steering column. 4. Ensure connector is properly seated and CPA is installed properly. 5. Ignition switch "ON". 6. Is DTC 22 current?	Go to Step 3	Go to Step 9
3	1. Ignition switch "OFF." 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Connect J 38715 Driver/Passenger Load Tool to the harness side of the yellow 2-way electrical connector at the base of the steering column. 4. Ignition switch "ON". 5. Is DTC 22 current?	Go to Step 4	Go to Step 8
4	1. Ignition switch "OFF". 2. Disconnect J 38715 (DO NOT reconnect yellow 2-way connector at the base of the steering column). 3. Disconnect the DERM. 4. Measure the resistance on the DERM electrical harness connector from terminal "B8" to terminal "B9". 5. Does J 39200 display "OL" (infinite)?	Go to Chart A	Go to Step 5
5	1. Repair the short from CKT 347 to CKT 348 or CKT 354. 2. Has the short been repaired?	Go to Step 9	—
6	1. Ignition switch "OFF". 2. Disconnect J 38715. 3. Remove the Inflator Module from the steering wheel. 4. Connect J 38715 to the inflator module connector on the steering column and reconnect yellow 2-way connector at the base of the steering column. 5. Ignition switch "ON". 6. Is DTC 22 current?	Go to Step 7	Go to Step 8
7	1. Ignition switch "OFF". 2. Replace the SIR coil assembly. 3. Has the SIR coil assembly been replaced?	Go to Step 9	—
8	1. Ignition switch "OFF". 2. Replace the Inflator Module. 3. Has the Inflator Module been replaced?	Go to Step 9	—
9	1. Reconnect all the SIR components. 2. Ensure the component are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 10	—
10	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 24: DTC 22 - Driver Initiator Circuit Resistance Low
Courtesy of GENERAL MOTORS CORP.

DTC 23 - DRIVER INITIATOR CIRCUIT VOLTAGE HIGH

Description

During normal non-deployment operation of SIR system, small amount of current flows through driver deployment loop. Diagnostic resistors within arming sensor and discriminating sensors, along with

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resistance of inflator module, cause voltage drops within deployment loop.

Failure Conditions

Voltage at DRIVER-SIDE LOW terminal B8 is greater than a specified amount of DRIVER 36VLR for 500 milliseconds and DTC 35 is not set.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Determines whether malfunction is due to a component or wiring.
3. Checks for a short from DRIVER 36VLR circuit to DRIVER-SIDE LOW circuit.
4. Checks for a short from DRIVER 36VLR circuit to DRIVER-SIDE HIGH circuit.
5. Determines location of short from DRIVER 36VLR TO DRIVER-SIDE HIGH.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35618-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "ON". 2. Using the Tech-1 SIR Data List function select "DRIVER LO". 3. Is the displayed voltage 30.0 volts or more?	Go to Step 3	Go to Step 21
3	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Disconnect the Arming Sensor. 4. Disconnect the DERM. 5. Measure the resistance on the DERM electrical harness connector from terminal "A4" to terminal "B8". 6. Does J 38200 display "OL" (infinite)?	Go to Step 5	Go to Step 4
4	1. Repair the short from CKT 236A to CKT 348. 2. Has the short from CKT 236A to CKT 348 been repaired?	Go to Step 47	—
5	1. Measure the resistance on the DERM electrical harness connector from terminal "A4" to terminal "B9". 2. Does J 38200 display "OL" (infinite)?	Go to Step 9	Go to Step 6
6	1. Disconnect the Arming Sensor jumper harness electrical connector (C111). 2. Measure the resistance on the DERM electrical harness connector from terminal "A4" to terminal "B9". 3. Does J 38200 display "OL" (infinite)?	Go to Step 7	Go to Step 8
7	1. Repair the short from CKT 236B to CKT 347C. 2. Has the short from CKT 236B to CKT 347C been repaired?	Go to Step 47	—
8	1. Repair the short from CKT 236A to CKT 347. 2. Has the short from CKT 236A to CKT 347 been repaired?	Go to Step 47	—

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Fig. 25: DTC 23 - Driver Initiator Circuit Voltage High (1 Of 5)

Courtesy of GENERAL MOTORS CORP.

6. Checks for an open between driver inflator module and discriminating sensor network.
7. Determines location of open in circuit No. 348.
8. Checks for an open in right forward discriminating sensor between terminal "A" and splice.
9. Checks for a short inside arming sensor.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
9	1. Disconnect the LH Forward Discriminating Sensor. 2. Check for proper connection on the LH Forward Discriminating Sensor electrical harness connector terminal "B". 3. Is the connector damaged or corroded?	Go to Step 11	Go to Step 10
10	1. Check for proper connection at the LH Forward Discriminating Sensor connector terminal "B". 2. Are the LH Forward Discriminating Sensor terminals damaged or corroded?	Go to Step 44	Go to Step 13
11	1. Repair the LH Forward Discriminating Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 12	—
12	1. Check for proper connection on the LH Forward Discriminating Sensor connector terminal "B". 2. Are the LH Forward Discriminating Sensor terminals damaged or corroded?	Go to Step 44	Go to Step 47
13	1. Measure the resistance from the harness side of the yellow 2-way electrical connector at the base of the steering column terminal "B" to the LH Forward Discriminating Sensor electrical harness electrical connector terminal "B". 2. Is the resistance 5.0 ohms or less?	Go to Step 19	Go to Step 14
14	1. Disconnect the Discriminating Sensor jumper harness electrical connector (C110). 2. Check for proper connection at terminal "A" of the Discriminating Sensor jumper harness electrical connector. 3. Is the connector damaged or corroded?	Go to Step 15	Go to Step 16
15	1. Repair the Discriminating Sensor jumper harness electrical connector (C110). 2. Has the connector been repaired?	Go to Step 47	—
16	1. Measure the resistance of CKT 348B from the harness side of the yellow 2-way electrical connector at the base of the steering column terminal "B" to the Discriminating Sensor jumper harness electrical connector (C110) terminal "A". 2. Is the resistance 5.0 ohms or less?	Go to Step 17	Go to Step 18
17	1. Repair the open in CKT 348C. 2. Has the open CKT been repaired?	Go to Step 47	—
18	1. Repair the open in CKT 348B. 2. Has the open CKT 348B been repaired?	Go to Step 47	—
19	1. Measure the resistance on the LH Forward Discriminating Sensor from terminal "A" to terminal "B". 2. Is the resistance 5.0 ohms or less?	Go to Step 20	Go to Step 44
20	1. Measure the resistance on the Arming Sensor from terminal "C" to terminal "D". 2. Is the resistance 7.5k ohms or less?	Go to Step 46	Go to Chart A

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**Fig. 26: DTC 23 - Driver Initiator Circuit Voltage High (2 Of 5)
Courtesy of GENERAL MOTORS CORP.**

10. Checks for a short from DRIVER-SIDE HIGH circuit to DRIVER SOURCE SENSE circuit.
11. Determines location of short from DRIVER-SIDE HIGH circuit to DRIVER SOURCE SENSE circuit.
12. Checks for a partial short inside arming sensor.
13. Checks for increased resistance of left forward discriminating sensor and/or discriminating sensor jumper harness.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 OVM WITH CORRECT TERMINAL ADAPTER FROM J 36616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
21	<ol style="list-style-type: none"> Ignition switch "OFF". Disconnect the yellow 2-way electrical connector at the base of the steering column. Disconnect the Arming Sensor. Disconnect the DERM. Inspect the Arming Sensor electrical harness connector for backed out and/or shorted terminals. Is the Arming Sensor electrical harness connector damaged or shorted? 	Go to Step 22	Go to Step 23
22	<ol style="list-style-type: none"> Repair the Arming Sensor electrical harness connector. Has the connector been repaired? 	Go to Step 47	—
23	<ol style="list-style-type: none"> Measure the resistance on the Arming Sensor electrical harness connector from terminal "C" to terminal "D". Does J 39200 display "OL" (infinite)? 	Go to Step 29	Go to Step 24
24	<ol style="list-style-type: none"> Disconnect the Arming Sensor jumper harness electrical connector (C111). Inspect the Arming Sensor jumper harness electrical connector (C111) for backed out and/or shorted terminals. Is the connector damaged or shorted? 	Go to Step 25	Go to Step 26
25	<ol style="list-style-type: none"> Repair the Arming Sensor jumper harness connector (C111). Has the connector been repaired? 	Go to Step 47	—
26	<ol style="list-style-type: none"> Measure the resistance on the Arming Sensor jumper harness electrical connector (C111) (bulkhead side) from terminal "C" to terminal "D". Does J 39200 display "OL" (infinite)? 	Go to Step 28	Go to Step 27
27	<ol style="list-style-type: none"> Repair the short from CKT 347 to CKT 1400A. Has the short CKT been repaired? 	Go to Step 47	—
28	<ol style="list-style-type: none"> Repair the short from CKT 347C to CKT 1400B. Has the short from CKT 347C to CKT 1400B been repaired? 	Go to Step 47	—
29	<ol style="list-style-type: none"> Measure the resistance on the Arming Sensor from terminal "C" to terminal "D". Is the resistance 7.5k ohms or less? 	Go to Step 48	Go to Step 30
30	<ol style="list-style-type: none"> Disconnect the Discriminating Sensor jumper harness electrical connector (C110). Inspect the Discriminating Sensor jumper harness electrical connector (C110). Is the connector damaged or corroded? 	Go to Step 31	Go to Step 32
31	<ol style="list-style-type: none"> Repair the Discriminating Sensor jumper harness electrical connector (C110). Has the connector been repaired? 	Go to Step 48	—
32	<ol style="list-style-type: none"> Measure the resistance at the Discriminating Sensor jumper harness electrical connector (C110) (engine harness side) from terminal "A" to terminal "B". Is the resistance 8.54k ohms or more? 	Go to Step 33	Go to Step 36

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Fig. 27: DTC 23 - Driver Initiator Circuit Voltage High (3 Of 5)
 Courtesy of GENERAL MOTORS CORP.

- Checks for increased resistance in left forward discriminating sensor.
- Checks for increased resistance of right forward discriminating sensor and/or discriminating sensor jumper harness.

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16. Checks for increased resistance in right forward discriminating sensor.

Diagnostic Aids

Intermittent condition is likely to be caused by backed out/shorted terminals on arming sensor harness connector or arming sensor jumper harness connector, poor connection at any of the discriminating sensor terminals, a short from circuit No. 236 to 347 or 348, a short from circuit No. 347 to 1400, or an open or high resistance in circuit No. 348B.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
33	1. Disconnect the LH Forward Discriminating Sensor. 2. Check for proper connection on the LH Forward Discriminating Sensor electrical harness connector terminals "A", "B" and "C". 3. Is the connector damaged or corroded?	Go to Step 34	Go to Step 36
34	1. Repair the LH Forward Discriminating Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 35	—
35	1. Check for proper connection on the LH Forward Discriminating Sensor connector terminals "A", "B" and "C". 2. Is the connector damaged or corroded?	Go to Step 44	Go to Step 47
36	1. Check for proper connection on the LH Forward Discriminating Sensor connector terminals "A", "B" and "C". 2. Is the connector damaged or corroded?	Go to Step 44	Go to Step 37
37	1. Measure the resistance on the LH Forward Discriminating Sensor from terminal "A" to terminal "C". 2. Is the resistance 8.54k ohms or more?	Go to Step 44	Go to Step 38
38	1. Measure the resistance at the Discriminating Sensor jumper harness electrical connector (C110) (engine harness side) from terminal "A" to terminal "C". 2. Is the resistance 8.54k ohms or more?	Go to Step 39	Go to Chart A
39	1. Disconnect the RH Forward Discriminating Sensor. 2. Check for proper connection to the RH Forward Discriminating Sensor electrical harness connector at terminals "A" and "B". 3. Is the connector damaged or corroded?	Go to Step 40	Go to Step 42
40	1. Repair the RH Forward Discriminating Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 41	—
41	1. Check for proper connection on the RH Forward Discriminating Sensor connector terminals "A" and "B". 2. Is the connector damaged or corroded?	Go to Step 45	Go to Step 47
42	1. Check for proper connection on the RH Forward Discriminating Sensor connector terminals "A" and "B". 2. Is the connector damaged or corroded?	Go to Step 45	Go to Step 43
43	1. Measure the resistance on the RH Forward Discriminating Sensor from terminal "A" to terminal "B". 2. Is the resistance 8.54k ohms or more?	Go to Step 45	Go to Chart A
44	1. Replace the LH Forward Discriminating Sensor. 2. Has the sensor been replaced?	Go to Step 47	—

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Fig. 28: DTC 23 - Driver Initiator Circuit Voltage High (4 Of 5)
 Courtesy of GENERAL MOTORS CORP.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Action	Yes	No
45	1. Replace the RH Forward Discriminating Sensor. 2. Has the sensor been replaced?	Go to Step 47	—
46	1. Replace the Arming Sensor. 2. Has the sensor been replaced?	Go to Step 47	—
47	1. Reconnect all the SIR system components. 2. Ensure the components are properly mounted. 3. Have all the SIR system components been reconnected and properly mounted?	Go to Step 48	—
48	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 29: DTC 23 - Driver Initiator Circuit Voltage High (5 Of 5)
Courtesy of GENERAL MOTORS CORP.

DTC 24 - DRIVER INITIATOR CIRCUIT VOLTAGE LOW

Description

During normal non-deployment operation of SIR system, small amount of current flows through driver deployment loop. Diagnostic resistors within arming sensor and discriminating sensors, along with resistance of inflator module, cause voltage drops within deployment loop.

Failure Conditions

Voltage at DRIVER-SIDE LOW terminal B8 is less than a specified percentage of DRIVER 35VLR for 500 milliseconds during CONTINUOUS MONITORING.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether malfunction is occurring in steering column circuit.
3. Checks whether malfunction is due to a component or wiring.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38126-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Connect J 38715 SIR Driver/Passenger Load tool to harness side of yellow 2-way electrical connector. 4. Ignition switch "ON". 5. Is DTC 24 current?	Go to Step 4	Go to Step 3
3	1. Ignition switch "OFF". 2. Disconnect J 38715. 3. Remove the Initiator Module from the steering wheel. 4. Remove and inspect the SIR coil assembly. 5. Determine and repair the cause of damage. 6. Replace the SIR coil assembly. 7. Has the SIR coil assembly been replaced?	Go to Step 37	—
4	1. Using the Tech-1 SIR Data List function select "DRIVER LO". 2. Is the voltage displayed 1.0 volts or less?	Go to Step 22	Go to Step 5
5	1. Ignition switch "OFF". 2. Disconnect the DERM. 3. Check for proper connection to the DERM at terminal "A4". 4. Is the DERM electrical harness connector terminal "A4" damaged or corroded?	Go to Step 8	Go to Step 8
6	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 7	—
7	1. Check for proper connection to the DERM at terminal "A4". 2. Are the DERM terminals damaged or corroded?	Go to Step 9	Go to Step 37
8	1. Check for proper connection to the DERM at terminal "A4". 2. Are the DERM terminals damaged or corroded?	Go to Step 9	Go to Step 10
9	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 37	—

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Fig. 30: DTC 24 - Driver Initiator Circuit Voltage Low (1 Of 4)
Courtesy of GENERAL MOTORS CORP.

4. Checks for increased resistance in arming sensor.
5. Checks for partial short inside left forward discriminating sensor.
6. Checks for a partial short inside right forward discriminating sensor.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35618-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 35125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
10	1. Disconnect the Arming Sensor jumper harness electrical connector (C111). 2. Check the Arming Sensor jumper harness electrical connector (C111) for proper connection. 3. Is the connector (C111) damaged or corroded?	Go to Step 11	Go to Step 12
11	1. Repair the Arming Sensor jumper harness electrical connector. 2. Has the connector been repaired?	Go to Step 37	—
12	1. Disconnect the Arming Sensor. 2. Check for proper connection to the Arming Sensor at terminals "B" and "D". 3. Is the Arming Sensor electrical harness connector damaged or corroded?	Go to Step 13	Go to Step 15
13	1. Repair the Arming Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 14	—
14	1. Check for proper connection to the Arming Sensor at terminals "B" and "D". 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 16	Go to Step 37
15	1. Check for proper connection to the Arming Sensor at terminals "B" and "D". 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 18	Go to Step 17
16	1. Replace the Arming Sensor. 2. Has the Arming Sensor been replaced? 3. Is the voltage about 12.0 volts?	Go to Step 37	—
17	1. Measure the resistance of the Arming Sensor from terminal "C" to terminal "D". 2. Is the resistance 7.67k ohms or more?	Go to Step 18	Go to Step 18
18	1. Disconnect the Discriminating Sensor jumper harness electrical connector (C110). 2. Measure resistance on Discriminating Sensor jumper harness electrical connector (C110) (engine harness side) from terminal "A" to terminal "B". 3. Is resistance 8.36k ohms or less?	Go to Step 19	Go to Step 20
19	1. Replace the LH Forward Discriminating Sensor. 2. Has the LH Forward Discriminating Sensor been replaced?	Go to Step 37	—
20	1. Measure the resistance on the Discriminating Sensor jumper harness electrical connector (C110) (engine harness side) from terminal "A" to terminal "C". 2. Is the resistance 8.36k ohms or less?	Go to Step 21	Go to Chart A
21	1. Replace the RH Forward Discriminating Sensor. 2. Has the RH Forward Discriminating Sensor been replaced?	Go to Step 37	—

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Fig. 31: DTC 24 - Driver Initiator Circuit Voltage Low (2 Of 4)
Courtesy of GENERAL MOTORS CORP.

7. Checks for an open in circuit No. 347.
8. Determines where open in circuit No. 347 is located.
9. Checks for a short from DRIVER-SIDE HIGH circuit to ground.
10. Checks for a short from DRIVER-SIDE LOW circuit to ground.
11. Checks for a short from discriminating sensor interconnect harness to ground.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts.

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Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
22	1. Ignition switch "OFF". 2. Disconnect the DERM. 3. Disconnect the Arming Sensor. 4. Check for proper connection on the Arming Sensor electrical harness connector terminal "D". 5. Is the Arming Sensor electrical harness connector damaged or corroded?	Go to Step 13	Go to Step 23
23	1. Check for proper connection on the Arming Sensor at terminal "D". 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 16	Go to Step 24
24	1. Measure the resistance from the Arming Sensor electrical harness connector terminal "D" to harness side of the yellow 2-way connector at the base of the steering column terminal "A". 2. Is the resistance 5.0 ohms or less?	Go to Step 29	Go to Step 25
25	1. Disconnect the Arming Sensor jumper harness electrical connector (C111). 2. Check for proper connection at Arming Sensor jumper harness electrical connector (C111). 3. Is the connector damaged or corroded?	Go to Step 11	Go to Step 26
26	1. Measure the resistance of CKT 347B from the harness side of the yellow 2-way electrical connector at the base of the steering column terminal "A" to the bulk head side of the Arming Sensor jumper harness electrical connector (C111) terminal "D". 2. Is the resistance 5.0 ohms or less?	Go to Step 27	Go to Step 28
27	1. Repair the open in CKT 347C. 2. Has the open CKT been repaired?	Go to Step 37	—
28	1. Repair open in CKT 347B. 2. Has open CKT been repaired?	Go to Step 37	—
29	1. Measure the resistance on the DERM electrical harness connector from terminal "B9" to "A1" (ground). 2. Does J 39200 display "OL" (infinite)?	Go to Step 31	Go to Step 30
30	1. Repair the short from CKT 347 to ground. 2. Has the short to ground been repaired?	Go to Step 37	—
31	1. Disconnect the LH Forward Discriminating Sensor. 2. Measure the resistance on the DERM electrical harness connector from terminal "B8" to terminal "A1" (ground). 3. Does J 39200 display "OL" (infinite)?	Go to Step 33	Go to Step 32
32	1. Repair the short from CKT 348 to ground. 2. Has the short to ground been repaired?	Go to Step 37	—
33	1. Disconnect the RH Forward Discriminating Sensor. 2. Measure the resistance on the LH Forward Discriminating Sensor electrical harness connector from terminal "B" to terminal "C" (ground). 3. Does J 39200 display "OL" (infinite)?	Go to Step 35	Go to Step 34
34	1. Repair the short from CKT 354 to ground. 2. Has the short to ground been repaired?	Go to Step 37	—

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Fig. 32: DTC 24 - Driver Initiator Circuit Voltage Low (3 Of 4)
Courtesy of GENERAL MOTORS CORP.

12. Checks for a short inside right forward discriminating sensor.
13. Checks for a short inside left forward discriminating sensor.

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Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection at DERM terminal A4 or arming sensor terminals "B" or "D", water intrusion in either discriminating sensor, an open in circuit No. 347B or a short to ground in circuits No. 347, 348 or 354.

If failure of discriminating sensor is suspected, perform following tests. Disconnect but do not unbolt discriminating sensor. Double check resistance values across terminals are within specification. Check resistance from each terminal to ground. Resistance should be greater than 2 megohms. If sensor fails either test, replace sensor.

See DTC 25 to diagnose a possible short to voltage. When malfunction occurs during ignition cycle, DTC 24 will set. If malfunction is still present at beginning of next ignition cycle, DTC 25 will set and DTC 24 will be moved to a history file.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
35	1. Reconnect the RH Forward Discriminating Sensor. 2. Measure the resistance of the LH Forward Discriminating Sensor from terminal "A" to terminal "C". 3. Is the resistance 8.38k ohms or less?	Go to Step 19	Go to Step 36
36	1. Measure the resistance on the LH Forward Discriminating Sensor electrical harness connector from terminal "B" to terminal "C". 2. Is resistance 8.36k ohms or less?	Go to Step 21	Go to Chart A
37	1. Reconnect all the SIR system components. 2. Ensure the components are properly mounted. 3. Have all the SIR system components been reconnected and properly mounted?	Go to Step 38	—
38	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 33: DTC 24 - Driver Initiator Circuit Voltage Low (4 Of 4)
Courtesy of GENERAL MOTORS CORP.

DTC 25 - DRIVER INITIATOR CIRCUIT SHORT TO IGNITION

Description

During INITIATOR ASSEMBLY RESISTANCE test, DERM grounds DRIVER-SIDE LOW terminal B8 and measures voltage at DRIVER-SIDE LOW. For a properly operating circuit, the voltage measurement during this test will be less than a specified value. When voltage measured at DRIVER-SIDE LOW is greater than a specified value, DTC 25 is set.

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Failure Conditions

Voltage at DRIVER-SIDE LOW is above a specified value while DERM attempts to ground this terminal.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether fault is occurring in steering column circuit.
3. Checks for a short from DRIVER-SIDE HIGH circuit to voltage.
4. Checks for a short from DRIVER-SIDE LOW circuit to voltage.
5. Checks for a short from discriminating sensor interconnect to voltage.

Diagnostic Aids

This DTC can only be set when malfunction is present as ignition switch is turned on. After INITIATOR ASSEMBLY RESISTANCE TEST is completed, a short to voltage in steering column circuits No. 347, 348, or 354 will cause DTC 24 to set.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 36616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Connect J 38715 SIR Driver/Passenger Load Tool to the harness side of the yellow 2-way electrical connector at the base of the steering column. 4. Ignition switch "ON". 5. Is DTC 25 current?	Go to Step 4	Go to Step 3
3	1. Ignition switch "OFF". 2. Disconnect J 38715. 3. Remove the Inflator Module from the steering wheel. 4. Remove the SIR coil assembly. 5. Inspect the SIR coil assembly for damage. 6. Determine and repair the cause of the damage. 7. Replace the SIR coil assembly. 8. Has the SIR coil assembly been replaced?	Go to Step 10	—
4	1. Ignition switch "OFF". 2. Disconnect the DERM. 3. Disconnect the Arming Sensor. 4. Disconnect the LH Forward Discriminating Sensor. 5. Disconnect J 38715. 6. Ignition switch "ON". 7. Measure the voltage on the DERM electrical harness connector from terminal "B9" to terminal "A1" (ground). 8. Is the voltage 1.0 volts or less?	Go to Step 8	Go to Step 5
5	1. Ignition switch "OFF". 2. Repair the short from CKT 347 to B+. 3. Has the short CKT been repaired?	Go to Step 10	—
6	1. Measure the voltage on the DERM electrical harness connector from terminal "B6" to terminal "A1" (ground). 2. Is the voltage 1.0 volts or less?	Go to Step 8	Go to Step 7
7	1. Ignition switch "OFF". 2. Repair the short from CKT 348 to B+. 3. Has the short CKT been repaired?	Go to Step 10	—
8	1. Measure the voltage on the LH Forward Discriminating Sensor electrical harness connector from terminal "A" to terminal "C" (ground). 2. Is the voltage 1.0 volts or less?	Go to Chart A	Go to Step 9
9	1. Ignition switch "OFF". 2. Repair the short from CKT 354 to B+. 3. Has the short CKT been repaired?	Go to Step 10	—
10	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 11	—
11	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 34: DTC 25 - Driver Initiator Circuit Short To Ignition
Courtesy of GENERAL MOTORS CORP.

DTC 26 - DRIVER INITIATOR CIRCUIT OPEN

Description

When there is an open in driver inflator module or SIR coil assembly, resistance between DRIVER-SIDE HIGH terminal B9 and DRIVER-SIDE LOW terminal B8 increases. This causes a larger voltage drop from

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DRIVER-SIDE HIGH to DRIVER-SIDE LOW across a resistor inside DERM which connects these 2 terminals together. Increase in voltage difference between DRIVER-SIDE HIGH and DRIVER-SIDE LOW is detected by DERM during the CONTINUOUS MONITORING tests and DTC 26 is set.

Failure Conditions

Voltage difference between DRIVER-SIDE HIGH terminal B9 and DRIVER-SIDE LOW terminal B8 increases. This causes a larger voltage drop from DRIVER-SIDE HIGH to DRIVER-SIDE LOW across a resistor inside DERM which connects these 2 terminals together. The increase in voltage difference between DRIVER-SIDE HIGH and DRIVER-SIDE LOW is detected by DERM during CONTINUOUS MONITORING tests and DTC 26 is set.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether steering column malfunction is occurring.
3. Checks whether malfunction is in driver inflator module or SIR coil assembly.

Diagnostic Aids

DTC will only set when there is an improper connection of either Yellow 2-pin connector near base of steering column or Yellow 2-pin connector at top of steering column, an open SIR coil assembly, or an open inflator module.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 36616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Check for proper connection on the SIR coil assembly electrical harness connector. 4. Is connector damaged or corroded?	Go to Step 6	Go to Step 4
3	1. Ignition switch "OFF". 2. Replace the SIR coil assembly. 3. Has the SIR Coil assembly been replaced?	Go to Step 10	—
4	1. Check for proper connection on the SIR coil assembly connector. 2. Is connector damaged or corroded?	Go to Step 3	Go to Step 7
6	1. Check for proper connection on the SIR coil assembly connector. 2. Is the connector damaged or corroded?	Go to Step 3	Go to Step 10
6	1. Repair the SIR coil assembly electrical harness connector. 2. Has connector been repaired?	Go to Step 5	—
7	1. Connect J 38715 SIR Driver/Passenger Load Tool to the yellow 2-way electrical connector at the base of the steering column. 2. Ignition switch "ON". 3. Is DTC 26 current?	Go to Table A	Go to Step 8
8	1. Ignition switch "OFF". 2. Disconnect J 38715. 3. Remove the Initiator Module from the steering wheel. 4. Connect J 38715 to the Initiator Module electrical connector on the steering column. 5. Reconnect the yellow 2-way connector at the base of the steering column. 6. Ignition switch "ON". 7. Is DTC 26 current?	Go to Step 3	Go to Step 9
9	1. Ignition switch "OFF". 2. Replace the Initiator Module. 3. Has the Initiator Module been replaced?	Go to Step 10	—
10	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 11	—
11	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 35: DTC 26 - Driver Initiator Circuit Open

Courtesy of GENERAL MOTORS CORP.

DTC 28 - CURRENT SINK OR SOURCE FAILURE

Description

During INITIATOR ASSEMBLY RESISTANCE test, DERM grounds DRIVER-SIDE LOW terminal B8 and turns on DRIVER CURRENT SOURCE at DRIVER-SIDE HIGH terminal B9.

Failure Conditions

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DRIVER-SIDE LOW voltage is less than a specified value while its initiator resistance is in range or when voltage measured at DRIVER-SIDE LOW is above a specified value.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

Diagnostic Aids

During INITIATOR ASSEMBLY RESISTANCE TEST, DERM checks for proper resistance of circuit No. 347A, 348A, SIR coil assembly and inflator module.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Replace the DERM. 2. Has the DERM been replaced?	Go to "SIR Diagnostic System Check"	

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Fig. 36: DTC 28 - Current Sink Or Source Failure

Courtesy of GENERAL MOTORS CORP.

DTC 31 - DRIVER LOOP ENERGY RESERVE FEED OPEN

Description

During CONTINUOUS MONITORING tests, DERM monitors voltage at DRIVER SOURCE SENSE terminal A5.

Test Conditions

Voltage measured at DRIVER SOURCE SENSE terminal A5 is within a specified range or IGNITION 1 for 500 milliseconds during CONTINUOUS MONITORING.

Failure Conditions

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Voltage at DRIVER SOURCE SENSE terminal A5 is within a specified range of IGNITION 1 for 500 milliseconds.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF." 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Disconnect the Arming Sensor. 4. Check for proper connection to Arming Sensor at terminals "B" and "C". 5. Is the Arming Sensor electrical harness connector damaged or corroded?	Go to Step 3	Go to Step 4
3	1. Repair the Arming Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 5	—
4	1. Check for proper connection to the Arming Sensor at terminals "B" and "C". 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 6	Go to Step 7
5	1. Check for proper connection to the Arming Sensor at terminals "B" and "C". 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 6	Go to Step 27
6	1. Replace the Arming Sensor. 2. Has the Arming Sensor been replaced?	Go to Step 27	—
7	1. Disconnect the DERM. 2. Check for proper connection to the DERM at terminals "A4" and "A5". 3. Is the DERM electrical harness connector damaged or corroded?	Go to Step 8	Go to Step 9
8	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 10	—
9	1. Check for proper connection to the DERM at terminals "A4" and "A5". 2. Are the DERM terminals damaged or corroded?	Go to Step 11	Go to Step 12
10	1. Check for proper connection to the DERM at terminals "A4" and "A5". 2. Are the DERM terminals damaged or corroded?	Go to Step 11	Go to Step 27

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Fig. 37: DTC 31 - Driver Loop Energy Reserve Feed Open (1 Of 3)

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2. Checks for open in DRIVER 36VLR circuit between DERM and arming sensor jumper electrical connector.
3. Checks for open in DRIVER 36VLR circuit between arming sensor jumper harness connector and arming sensor.
4. Checks for high resistance but not an open in DRIVER SOURCE SENSE circuit between DERM and arming sensor electrical harness connector.
5. Checks for high resistance but not an open in DRIVER SOURCE SENSE circuit between DERM and arming sensor jumper harness electrical connector.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35516-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
11	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 27	—
12	1. Measure the resistance from the DERM electrical harness connector terminal "A4" to the Arming Sensor electrical harness connector terminal "B". 2. Is the resistance 5.0 ohms or less?	Go to Step 18	Go to Step 13
13	1. Disconnect the Arming Sensor jumper harness electrical connector (C111). 2. Is the connector damaged or corroded?	Go to Step 14	Go to Step 15
14	1. Repair the Arming Sensor jumper harness electrical connector (C111). 2. Has the connector been repaired?	Go to Step 27	—
15	1. Measure the resistance of CKT 236A from the DERM electrical harness connector terminal "A4" to the Arming Sensor jumper harness electrical connector (C111) terminal "B". 2. Is the resistance 5.0 ohms or less?	Go to Step 16	Go to Step 17
16	1. Repair the open in CKT 236B. 2. Has the open CKT been repaired?	Go to Step 27	—
17	1. Repair the open in CKT 236A. 2. Has the open CKT been repaired?	Go to Step 27	—
18	1. Measure the resistance of CKT 1400 from the DERM electrical harness connector terminal "A5" to the Arming Sensor electrical harness connector terminal "C". 2. Is the resistance 5.0 ohms or less?	Go to Step 24	Go to Step 19
19	1. Disconnect the Arming Sensor jumper harness electrical connector (C111). 2. Is the connector damaged or corroded?	Go to Step 20	Go to Step 21
20	1. Repair Arming Sensor jumper harness electrical connector (C111). 2. Has the connector been repaired?	Go to Step 27	—
21	1. Measure the resistance of CKT 1400A from the DERM electrical harness connector terminal "A5" to the Arming Sensor jumper harness electrical connector (C111) terminal "C". 2. Is the resistance 5.0 ohms or less?	Go to Step 22	Go to Step 23
22	1. Repair the open in CKT 1400B. 2. Has the open CKT been repaired?	Go to Step 27	—
23	1. Repair the open in CKT 1400A. 2. Has the open CKT been repaired?	Go to Step 27	—

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Fig. 38: DTC 31 - Driver Loop Energy Reserve Feed Open (2 Of 3)
Courtesy of GENERAL MOTORS CORP.

6. Checks for a short from DRIVER SOURCE SENSE to voltage.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection at arming sensor or arming sensor jumper harness terminal "B" or "C", poor connection at DERM terminal A4 or A5, an open in circuit No. 236 or 1400, or an open inside arming sensor.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be

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used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
24	1. Ignition switch "ON". 2. Measure the voltage on the DERM electrical harness connector from terminal "A5" to terminal "A12" (ground). 3. Is the voltage 1 volt or less?	Go to Step 26	Go to Step 25
25	1. Ignition switch "OFF". 2. Repair the short from CKT 1400 to B+. 3. Has the short CKT been repaired?	Go to Step 27	—
26	1. Ignition switch "OFF". 2. Replace the Arming Sensor. 3. Has the Arming Sensor been replaced?	Go to Chart A	—
27	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 28	—
28	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 39: DTC 31 - Driver Loop Energy Reserve Feed Open (3 Of 3)

Courtesy of GENERAL MOTORS CORP.

DTC 34 - ARMING SENSOR IGNITION FEED OPEN

Description

During TURN-ON tests performed at beginning of each ignition cycle, DERM delays charging of DRIVER 36VLR power supply. While delay is active, DERM measures voltage at DRIVER 36VLR terminal A4 and DRIVER SOURCE SENSE terminal A5.

Failure Conditions

Voltage at DRIVER SOURCE SENSE terminal A5 is a specified amount less than IGNITION 1 voltage and no higher priority faults are detected.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether a malfunction is occurring.

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WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF". 2. Disconnect the DERM and check for proper connection at terminal "A5". 3. Is the DERM electrical harness connector damaged or corroded?	Go to Step 3	Go to Step 4
3	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 5	
4	1. Check for proper connection to DERM at terminal "A5". 2. Are the DERM terminals damaged or corroded?	Go to Step 6	Go to Step 7
5	1. Check for proper connection to DERM at terminal "A5". 2. Are the DERM terminals damaged or corroded?	Go to Step 6	Go to Step 25
6	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 25	—
7	1. Ignition switch "ON". 2. Measure the voltage on the DERM electrical harness connector from terminal "A5" to terminal "A12" (ground). 3. Is the voltage about 12.0 volts?	Go to Step 6	Go to Step 8
8	1. Ignition switch "OFF". 2. Disconnect the Arming Sensor and check for proper connection at terminals "A" and "C". 3. Is the Arming Sensor electrical harness connector damaged or corroded?	Go to Step 9	Go to Step 10
9	1. Repair the Arming Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 11	—
10	1. Check for proper connection to the Arming Sensor at terminals "A" and "C". 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 12	Go to Step 13
11	1. Check for proper connection to the Arming Sensor at terminals "A" and "C". 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 12	Go to Step 25

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Fig. 40: DTC 34 - Arming Sensor Ignition Feed Open (1 Of 3)
Courtesy of GENERAL MOTORS CORP.

3. Checks for an open in arming sensor ignition feed circuit.
4. Determines location of open in arming sensor ignition feed circuit.
5. Checks whether malfunction is an open in DRIVER SOURCE SENSE circuit or an open in arming sensor.
6. Determines location of open in DRIVER SOURCE SENSE circuit.

Diagnostic Aids

An intermittent condition is likely to be caused by an improper connection at arming sensor terminal "A" or

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"C", improper connection at DERM terminal A5, open ignition feed to arming sensor, open DRIVER SOURCE SENSE circuit, or malfunctioning arming sensor ignition diode. The test for this diagnostic trouble code is only run while AIR BAG warning light is performing bulb check. When a scan tool CLEAR CODES command is issued and malfunction is still present, DTC will not reappear until ignition switch is turned off for at least 2 minutes with entire SIR system connected, and then ignition switch is turned on.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35615-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
12	1. Replace the Arming Sensor. 2. Has the Arming Sensor been replaced?	Go to Step 25	—
13	1. Ignition switch "ON". 2. Measure the voltage from the Arming Sensor electrical harness connector terminal "A" to the DERM electrical harness connector terminal "A12" (ground). 3. Is the voltage about 12.0 volts?	Go to Step 19	Go to Step 14
14	1. Ignition switch "OFF". 2. Disconnect the Arming Sensor jumper harness electrical connector (C111). 3. Check for proper connection of the Arming Sensor jumper harness electrical connector (C111). 4. Is the connector damaged or corroded?	Go to Step 15	Go to Step 16
15	1. Repair the Arming Sensor jumper harness electrical connector (C111). 2. Has the connector been repaired?	Go to Step 25	—
16	1. Ignition switch "ON". 2. Measure the voltage from the Arming Sensor jumper harness electrical connector (C111) (bulk head side of the harness) terminal "A" to the DERM electrical harness connector terminal "A12" (ground). 3. Is the voltage about 12.0 volts?	Go to Step 17	Go to Step 19
17	1. Repair the open in CKT 1139F. 2. Has the open CKT been repaired?	Go to Step 25	—
18	1. Repair the open in CKT 1139E. 2. Has the open CKT been repaired?	Go to Step 25	—
19	1. Ignition switch "OFF". 2. Measure the resistance from the Arming Sensor harness electrical connector terminal "C" to the DERM electrical harness connector terminal "A5". 3. Is the resistance 5.0 ohms or less?	Go to Step 12	Go to Step 20
20	1. Disconnect the Arming Sensor jumper harness electrical connector (C111). 2. Check for proper connection of the Arming Sensor jumper harness electrical connector (C111). 3. Is the connector damaged or corroded?	Go to Step 21	Go to Step 22
21	1. Repair the Arming Sensor jumper harness electrical connector (C111). 2. Has the connector been repaired?	Go to Step 25	—
22	1. Ignition switch "OFF". 2. Measure the resistance of CKT 1400A from the Arming Sensor jumper harness electrical connector (C111) terminal "C" to the DERM electrical harness connector terminal "A5". 3. Is the resistance 5.0 ohms or less?	Go to Step 23	Go to Step 24

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Fig. 41: DTC 34 - Arming Sensor Ignition Feed Open (2 Of 3)

Courtesy of GENERAL MOTORS CORP.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35818-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
23	1. Repair the open in CKT 1400B. 2. Has the open CKT been repaired?	Go to Step 25	—
24	1. Repair the open in CKT 1400A. 2. Has the open CKT been repaired?	Go to Step 25	—
25	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 26	—
26	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 42: DTC 34 - Arming Sensor Ignition Feed Open (3 Of 3)

Courtesy of GENERAL MOTORS CORP.

DTC 35 - DISCRIMINATING SENSOR OPEN OR MISSING

Description

During normal non-deployment operation of SIR system, a small amount of current flows through driver deployment loop. Diagnostic resistors within arming sensor and discriminating sensors, along with resistance of inflator module, cause voltage drops within deployment loop.

Failure Conditions

Voltage at DRIVER-SIDE LOW is within a specified percentage of its respective 36VLR power supply voltage for 500 milliseconds.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks for increased resistance of left forward discriminating sensor.
3. Checks for an open in ground feed to left forward discriminating sensor.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment

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or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Disconnect the yellow two-way connector at the base of the steering column. 2. Disconnect the LH Forward Discriminating Sensor. 3. Check for proper connection to the LH Forward Discriminating Sensor at terminals "A", "B", and "C". 4. Is the LH Forward Discriminating Sensor electrical harness connector damaged or corroded?	Go to Step 3	Go to Step 5
3	1. Repair LH forward Discriminating Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 4	
4	1. Check for proper connection to the LH Forward Discriminating Sensor. 2. Are the LH Forward Discriminating Sensor terminals damaged or corroded?	Go to Step 6	Go to Step 31
5	1. Check for proper connection to the LH Forward Discriminating Sensor. 2. Are the LH Forward Discriminating Sensor terminals damaged or corroded?	Go to Step 6	Go to Step 7
6	1. Replace the LH Forward Discriminating Sensor. 2. Has the sensor been replaced?	Go to Step 31	—
7	1. Measure the resistance on the LH Forward Discriminating Sensor from terminal "A" to terminal "C". 2. Is the resistance 8.54k ohms or more?	Go to Step 6	Go to Step 8
8	1. Measure the resistance from the LH Forward Discriminating Sensor electrical harness connector terminal "C" to ground. 2. Is the resistance 5.0 ohms or less?	Go to Step 14	Go to Step 9
9	1. Disconnect the Discriminating Sensor jumper harness electrical connector (C110). 2. Check for proper connection of the Discriminating Sensor jumper harness electrical connector (C110). 3. Is the Discriminating Sensor jumper harness electrical connector damaged or corroded?	Go to Step 10	Go to Step 11
10	1. Repair the Discriminating Sensor jumper harness electrical connector (C110). 2. Has the connector been repaired? 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 31	—

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Fig. 43: DTC 35 - Discriminating Sensor Open Or Missing (1 Of 3)
Courtesy of GENERAL MOTORS CORP.

4. Determines location of open in ground feed to left forward discriminating sensor.
5. Checks for increased resistance of right forward discriminating sensor.
6. Checks for open in ground feed to right forward discriminating sensor.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35618-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
11	1. Measure the resistance of CKT 1003J from the LH Forward Discriminating Sensor harness electrical connector terminal "C" to the Discriminating Sensor jumper harness connector (C110) terminal "B". 2. Is the resistance 5.0 ohms or less?	Go to Step 12	Go to Step 13
12	1. Repair the open in CKT 1003G. 2. Has the open CKT been repaired?	Go to Step 31	—
13	1. Repair the open in CKT 1003J. 2. Has open CKT been repaired?	Go to Step 31	—
14	1. Disconnect the RH Forward Discriminating Sensor. 2. Check for proper connection to the RH Forward Discriminating Sensor at terminals "A" and "B". 3. Is the RH Forward Discriminating Sensor electrical harness connector damaged or corroded?	Go to Step 15	Go to Step 17
15	1. Repair the RH Forward Discriminating Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 16	—
16	1. Check for proper connection to the RH Forward Discriminating Sensor. 2. Are the RH Forward Discriminating Sensor terminals damaged or corroded?	Go to Step 18	Go to Step 31
17	1. Check for proper connection to the RH Forward Discriminating Sensor. 2. Are the RH Forward Discriminating Sensor terminals damaged or corroded?	Go to Step 16	Go to Step 19
18	1. Replace the RH Forward Discriminating Sensor. 2. Has the sensor been replaced?	Go to Step 31	—
19	1. Measure the resistance on the RH Forward Discriminating Sensor electrical connector from terminal "A" to terminal "B". 2. Is the resistance 8.54k ohms or more?	Go to Step 20	Go to Step 21
20	1. Replace the RH Forward Discriminating Sensor. 2. Has the sensor been replaced?	Go to Step 31	—
21	1. Measure the resistance from the RH Forward Discriminating Sensor electrical harness connector terminal "B" to ground. 2. Is the resistance 5.0 ohms or less?	Go to Step 27	Go to Step 22
22	1. Disconnect the Discriminating Sensor jumper harness electrical connector (C110). 2. Check for proper connection of the Discriminating Sensor jumper harness electrical connector (C110). 3. Is the Discriminating Sensor jumper harness electrical connector (C110) damaged or corroded?	Go to Step 23	Go to Step 24
23	1. Repair the Discriminating Sensor jumper harness electrical connector (C110). 2. Has the connector been repaired?	Go to Step 31	—

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Fig. 44: DTC 35 - Discriminating Sensor Open Or Missing (2 Of 3)
Courtesy of GENERAL MOTORS CORP.

7. Determines location of open in ground feed to right forward discriminating sensor.
8. Checks for open in discriminating sensor interconnect circuit.
9. Checks for malfunctioning arming sensor.

Diagnostic Aids

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An intermittent condition is likely to be caused by improper connection at any of the discriminating sensor terminals, an open in either discriminating sensor ground feed, or an open discriminating sensor interconnect circuit. Also, check for increased resistance in either discriminating sensor or decreased resistance of arming sensor.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

Step	Procedure	Yes	No
24	1. Measure the resistance of CKT 1003H from the RH Forward Discriminating Sensor electrical harness connector terminal "B" to the Discriminating Sensor jumper harness electrical connector terminal "C". 2. Is the resistance 5.0 ohms or less?	Go to Step 25	Go to Step 28
25	1. Repair the open in CKT 1003F. 2. Has the open CKT been repaired?	Go to Step 31	—
26	1. Repair the open in CKT 1003H. 2. Has the open CKT been repaired?	Go to Step 31	—
27	1. Measure the resistance of CKT 354 from the RH Forward Discriminating Sensor electrical harness connector terminal "A" to the LH Forward Discriminating Sensor electrical harness connector terminal "A". 2. Is the resistance 5.0 ohms or less?	Go to Step 29	Go to Step 28
28	1. Repair the open in CKT 354. 2. Has the open CKT been repaired?	Go to Step 31	—
29	1. Disconnect the Arming Sensor. 2. Measure the resistance on the Arming Sensor from terminal "C" to terminal "D". 3. Is the resistance 7.5 k ohms or less?	Go to Step 30	Go to Chart A
30	1. Replace the Arming Sensor. Refer to ON-VEHICLE SERVICE, ARMING SENSOR. 2. Has the sensor been replaced?	Go to Step 31	—
31	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 32	—
32	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 45: DTC 35 - Discriminating Sensor Open Or Missing (3 Of 3)

Courtesy of GENERAL MOTORS CORP.

DTC 42 - LOOP ENERGY RESERVE VOLTAGE LOW

Description

During TURN-ON tests performed at beginning of each ignition cycle, DERM delays charging of DRIVER 36VLR terminal A4 power supply. After delay has expired, DRIVER 36VLR power supply is allowed to charge.

Failure Conditions

Voltage at DRIVER 36VLR does not exceed a specified value within 10 seconds after IGNITION 1 voltage

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is first applied to DERM or, once having reached specified value, falls below specified value for 500 milliseconds during CONTINUOUS MONITORING.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether DERM has set DTC falsely.
3. Checks whether malfunctioning arming sensor is preventing DRIVER 36VLR from charging. This test will cause DTC 14 to set.
4. Checks whether short to voltage is preventing DRIVER 36VLR from charging.
5. Determines location of short to voltage which is preventing DRIVER 36VLR from charging.
6. Checks whether short to ground is preventing DRIVER 36VLR from charging.
7. Determines location of short to ground which is preventing DRIVER 36VLR from charging.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35516-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "ON." 2. Using the TECH 1 SIR Data List Function select "Driver 36 VLR". 3. Is the displayed voltage 32.5 volts or more?	Go to Chart A	Go to Step 3
3	1. Record the displayed voltage on the repair order. 2. Ignition switch "OFF." 3. Disconnect the yellow two-way electrical connector at the base of the steering column. 4. Disconnect the Arming Sensor. 5. Ignition switch "ON." 6. USING THE TECH 1 Data List Function select "Driver 36 VLR". 7. Is the displayed voltage about the same as the recorded voltage?	Go to Step 5	Go to Step 4
4	1. Ignition switch "OFF." 2. Replace the Arming Sensor. 3. Has the sensor been replaced?	Go to Step 13	—
5	1. Using the TECH 1 SIR Data List Function select "Ignition". 2. Is the displayed voltage about the same as the recorded voltage?	Go to Step 6	Go to Step 8
6	1. Ignition switch "OFF." 2. Disconnect the Discriminating Sensor Jumper harness electrical connector (C110). 3. Ignition switch "ON." 4. Using the TECH 1 SIR Data List Function select "Ignition". 5. Is the displayed voltage about the same as the recorded voltage?	Go to Step 7	Go to Step 8
7	1. Ignition switch "OFF." 2. Repair the short from CKT 236A to B+. 3. Has the short CKT been repaired?	Go to Step 13	—
8	1. Ignition switch "OFF." 2. Repair the short from CKT 236B to B+. 3. Has the short CKT been repaired?	Go to Step 13	—
9	1. Ignition switch "OFF." 2. Is the recorded voltage on the repair order 1 volt or less?	Go to Step 10	Go to Chart A
10	1. Disconnect the Discriminating Sensor jumper harness electrical connector (C110). 2. Ignition switch "ON." 3. Using the TECH 1 SIR Data List Function select "Driver 36 VLR". 4. Does the scan tool display 1 volt or less?	Go to Step 11	Go to Step 12
11	1. Repair the short from CKT 236A to ground. 2. Has the short CKT been repaired?	Go to Step 13	—
12	1. Repair the short from CKT 236B to ground. 2. Has the short CKT been repaired?	Go to Step 13	—

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Fig. 46: DTC 42 - Loop Energy Reserve Voltage Low (1 Of 2)
Courtesy of GENERAL MOTORS CORP.

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AIR BAG RESTRAINT SYSTEM 1995 ACCESSORIES/SAFETY EQUIPMENT General Motors Air Bag Restraint System

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 36618-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
13	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 14	—
14	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 47: DTC 42 - Loop Energy Reserve Voltage Low (2 Of 2)

Courtesy of GENERAL MOTORS CORP.

DTC 43 - DRIVER SOURCE FEED LOW

Description

During normal non-deployment operation of SIR system, DERM monitors voltage supplied through arming sensor to high side of driver deployment loop at DRIVER SOURCE SENSE terminal A5.

Failure Conditions

Voltage at DRIVER-SIDE LOW terminal B8 is within a specified percentage of DRIVER 36VLR while simultaneously voltage measured at DRIVER SOURCE SENSE terminal A5 is a specified amount below DRIVER 36VLR for 500 milliseconds.

Action Taken

DERM turns on AIR BAG warning light and sets a Diagnostic Trouble Code (DTC).

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks for an open in DRIVER SOURCE SENSE circuit.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF." 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Disconnect the DERM. 4. Check for proper connection to the DERM terminal "A5." 5. Is the DERM electrical harness connector damaged or corroded?	Go to Step 3	Go to Step 5
3	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 4	—
4	1. Check for proper connection to the DERM at terminal "A5." 2. Are the DERM terminals damaged or corroded?	Go to Step 6	Go to Step 23
6	1. Check for proper connection to the DERM at terminal "A5." 2. Are the DERM terminals damaged or corroded?	Go to Step 6	Go to Step 7
6	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 23	—
7	1. Disconnect the Arming Sensor. 2. Check for proper connection to the Arming Sensor at terminal "C." 3. Is the Arming Sensor electrical harness connector damaged or corroded?	Go to Step 8	Go to Step 10
8	1. Repair the Arming Sensor electrical harness connector. 2. Has the connector been repaired?	Go to Step 9	—
9	1. Check for proper connection to the Arming Sensor at terminal "C." 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 11	Go to Step 23
10	1. Check for proper connection to the Arming Sensor at terminal "C." 2. Are the Arming Sensor terminals damaged or corroded?	Go to Step 11	Go to Step 12
11	1. Replace the Arming Sensor. 2. Has the sensor been replaced?	Go to Step 23	—
12	1. Measure the resistance from the DERM electrical harness connector terminal "A5" to the Arming Sensor electrical harness connector terminal "C." 2. Is the resistance 5.0 ohms or less?	Go to Step 18	Go to Step 13

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Fig. 48: DTC 43 - Driver Source Feed Low (1 Of 2)

Courtesy of GENERAL MOTORS CORP.

3. Determines location of open in DRIVER SOURCE SENSE circuit.
4. Checks for a short from DRIVER SOURCE SENSE circuit to ground.
5. Determines location of short to ground in DRIVER SOURCE SENSE circuit.
6. Checks whether malfunction is caused by increased resistance across DRIVER SOURCE SENSE resistor in arming sensor.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection to DERM at terminal A5, a poor connection to arming sensor or arming sensor jumper harness connector at terminal "C", an open or short to ground in circuit No. 1400, or a shorted arming sensor.

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WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
13	1. Disconnect the Arming Sensor jumper harness electrical connector (C111). 2. Check for proper connection at the Arming Sensor jumper harness electrical connector (C111). 3. Is the Arming Sensor jumper harness electrical connector (C111) damaged or corroded?	Go to Step 14	Go to Step 15
14	1. Repair the Arming Sensor jumper harness electrical connector (C111). 2. Has the connector been repaired?	Go to Step 23	—
15	1. Measure the resistance of CKT 1400A from the DERM electrical harness connector terminal "A5" to the Arming Sensor jumper harness electrical connector terminal "C." 2. Is the resistance 5.0 ohms or less?	Go to Step 16	Go to Step 17
16	1. Repair the open in CKT 1400B. 2. Has the open CKT been repaired?	Go to Step 23	—
17	1. Repair the open in CKT 1400A. 2. Has the open CKT been repaired?	Go to Step 23	—
18	1. Measure the resistance on the DERM electrical harness connector from terminal "A5" to terminal "A1" (ground). 2. Does J 39200 Display "OL" (infinite)?	Go to Step 22	Go to Step 19
19	1. Disconnect the Arming sensor jumper harness electrical connector. 2. Measure the resistance on the DERM electrical harness connector from terminal "A5" to terminal "A1" (ground). 3. Does J 39200 Display "OL" (infinite)?	Go to Step 20	Go to Step 21
20	1. Repair the short in CKT 1400B to ground. 2. Has the short CKT been repaired?	Go to Step 23	—
21	1. Repair the short in CKT 1400A to ground. 2. Has the short CKT been repaired?	Go to Step 23	—
22	1. Measure the resistance of the Arming Sensor from terminal "C" to terminal "D." 2. Is the resistance 7.67k ohms or more?	Go to Step 11	Go to Chart A
23	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 24	—
24	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 49: DTC 43 - Driver Source Feed Low (2 Of 2)
Courtesy of GENERAL MOTORS CORP.

DTC 51 - FRONTAL CRASH DETECTED

Description

Closure of arming sensor is detected when voltage measured at DRIVER-SIDE HIGH terminal B9 is within a specified amount of its deployment loop supply voltage. Closure of either discriminating sensor is detected

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when voltage measured at DRIVER-SIDE LOW terminal B8 is within a specified amount of ground potential. When both conditions are met simultaneously for not less than 250 microseconds, CRASH DATA is recorded and DTC is set.

Failure Conditions

Diagnostic Trouble Code (DTC) sets when closure of arming sensor and at least one discriminating sensor is detected simultaneously for not less than 250 microseconds.

Action Taken

DERM turns on AIR BAG warning light and sets a DTC.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. When DTC 42 and DTC 51 are set simultaneously, perform DTC 42 diagnosis first.
3. If inflator module has not deployed, DTC 51 may have set falsely.
4. If DTC has set with no signs of frontal impact, DTC has set falsely.
5. When a frontal crash has occurred, it is necessary to perform indicated procedures to ensure SIR system is fully functional. See POST-COLLISION INSPECTION.
6. Checks for a DERM malfunction setting DTC.
7. Checks for a DERM malfunction setting DTC.
8. Determines whether DTC was set inadvertently during diagnosis or by DERM malfunction.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DYM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 36125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Using the scan tool, request the SIR Diagnostic Trouble Code Display. 2. Is the DTC 42 current?	Go to DTC 42	Go to Step 3
3	1. Ignition switch "OFF." 2. Has the Inflator Module deployed?	Go to Step 5	Go to Step 4
4	1. Inspect the front of the vehicle and undercarriage for signs of impact. 2. Are there signs of impact?	Go to Step 5	Go to Step 8
5	1. Replace components and perform inspections as directed in POST COLLISION INSPECTION. 2. Have the accident repairs been completed?	Go to Step 9	—
6	1. Ignition switch "ON." 2. Using the TECH 1 SIR Data List Function select "Deploy Command." 3. Is the deploy command active "Active"?	Go to Chart A	Go to Step 7
7	1. Ignition switch "ON." 2. Clear the SIR Diagnostic Trouble Codes. 3. Is DTC 51 set?	Go to Chart A	Go to Step 8
8	1. Ignition switch "OFF." 2. Was DTC 61 set when the "SIR Diagnostic System Check" was first performed?	Go to Chart A	Go to "SIR Diagnostic System Check"
9	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 10	—
10	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	

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Fig. 50: DTC 51 - Frontal Crash Detected
Courtesy of GENERAL MOTORS CORP.

DTC 52 - DATA AREA FULL

Description

If there is a frontal crash of sufficient force to activate arming sensor and at least one of 2 discriminating sensors simultaneously, DTC 51 is set, and DERM will record information regarding SIR system status and vehicle status in EEPROM.

Failure Conditions

DERM EEPROM area reserved for accident data is detected to be full.

Action Taken

DERM turns on AIR BAG indicator light and sets a DTC. DTC 52 must be cleared using scan tool CLEAR CODES command.

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WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Replace the DERM. 2. Has the DERM been replaced?	Go to "SIR Diagnostic System Check"	

95D26255

Fig. 51: DTC 52 - Data Area Full
Courtesy of GENERAL MOTORS CORP.

DTC 53 - DERM DRIVER INITIATOR CIRCUITS HIGH RESISTANCE

Description

During INITIATOR ASSEMBLY RESISTANCE tests, DERM grounds DRIVER-SIDE LOW terminal B8 and turns on driver current source at DRIVER-SIDE HIGH terminal B9.

Failure Conditions

Diagnostic Trouble Code (DTC) 53 sets when voltage difference between DRIVER-SIDE HIGH terminal B9 and DRIVER-SIDE LOW terminal B8 is greater than a specified value.

Action Taken

DERM turns on AIR BAG indicator light and sets a DTC.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether malfunction is caused by high resistance or open in DRIVER-SIDE LOW circuit.
3. Checks whether malfunction is due to high resistance or open in DRIVER-SIDE HIGH circuit.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection at DERM terminal B8 or B9 or an open in circuit No. 347A or 348A. Test for this DTC is run only while AIR BAG warning light is performing bulb check. When a scan tool CLEAR CODES command is issued and malfunction is still present, DTC will not

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reappear until next ignition cycle.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF." 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Disconnect the DERM. 4. Check for proper connection to DERM at terminals "B8" and "B9". 5. Is the DERM electrical harness connector damaged or corroded?	Go to Step 3	Go to Step 5
3	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 4	
4	1. Check for proper connection to the DERM at terminals "B8" and "B9". 2. Are the DERM terminals damaged or corroded?	Go to Step 6	Go to Step 11
5	1. Check for proper connection to the DERM at terminals "B8" and "B9". 2. Are the DERM terminals damaged or corroded?	Go to Step 6	Go to Step 7
6	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 11	
7	1. Measure the resistance from the DERM electrical harness connector terminal "B8" to the yellow 2-way electrical connector at the base of the steering column terminal "B". 2. Is the resistance 5.0 ohms or less?	Go to Step 9	Go to Step 8
8	1. Repair the open or high resistance in CKT 348A. 2. Has the open CKT been repaired?	Go to Step 11	—
9	1. Measure the resistance from the DERM electrical harness connector terminal "B9" to the yellow 2-way electrical connector at the base of the steering column terminal "A". 2. Is the resistance 5.0 ohms or less?	Go to Chart A	Go to Step 10
10	1. Repair the open or high resistance in CKT 347A. 2. Has the open CKT been repaired?	Go to Step 11	—
11	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 12	—
12	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 52: DTC 53 - DERM Driver Initiator Circuits High Resistance
Courtesy of GENERAL MOTORS CORP.

DTC 55 - DERM INCOMPATIBILITY

Description

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When IGNITION 1 voltage is first applied to DERM it will perform TURN-ON tests followed by CONTINUOUS MONITORING for one second. DERM also monitors DRIVER-SIDE LOW terminal B8 to ensure voltage is being applied to inflator module and monitors DRIVER SOURCE SENSE terminal A5 to ensure DRIVER 36VLR is supplying voltage to deployment loop. Ground is applied to terminal B7 (passenger-side low for a dual air bag DERM) and voltage is measured at DRIVER-SIDE LOW and terminal A6 (passenger source sense for dual air bag DERM). If grounding terminal B7 grounds DRIVER-SIDE LOW or voltage is measured at terminal A6, DTC 55 will set.

Failure Conditions

Diagnostic Trouble Code (DTC) 55 will set when no higher priority faults are detected during TURN-ON, no higher priority faults are detected during CONTINUOUS MONITORING for one second, no CRANK signal is present, and IGNITION 1 voltage is greater than a specified value. A dual air bag DERM has been installed in vehicle.

Action Taken

DERM turns on AIR BAG indicator light and sets DTC.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Replace the DERM. 2. Has the DERM been replaced?	Go to "SIR Diagnostic System Check"	

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Fig. 53: DTC 55 - DERM Incompatibility
Courtesy of GENERAL MOTORS CORP.

DTC 61 - SIR INDICATOR CIRCUIT FAILURE

Description

When ignition switch is first turned on, battery voltage is applied to AIR BAG indicator light and to IGNITION 1 terminals A9 and A10. DERM responds by flashing AIR BAG indicator light 7 times alternating between primary and redundant lamp drivers.

Failure Conditions

Diagnostic Trouble Code (DTC) 61 will set when IGNITION 1 voltage is above a specified value and

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output state at SIR INDICATOR terminal B1 does not match commanded state of primary lamp driver for 400 milliseconds.

Action Taken

DERM attempts to turn on AIR BAG indicator light using redundant lamp driver and sets DTC.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. When DERM is configured for a serial data controlled warning light (smart cluster), DTC 61 will set. Clearing SIR diagnostic codes will reset DERM, allowing lamp driver in DERM to control AIR BAG warning light.

Diagnostic Aids

See CHART B and CHART C to diagnose warning light circuit malfunctions.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

NOTE: MALFUNCTIONS WITHIN THE "AIR BAG" WARNING LAMP CIRCUITRY WILL SET THIS DIAGNOSTIC TROUBLE CODE. THESE MALFUNCTIONS ARE ADDRESSED IN THE "SIR DIAGNOSTIC SYSTEM CHECK" VIA TABLE B AND TABLE C. FAILURE TO PROPERLY PERFORM THE "SIR DIAGNOSTIC SYSTEM CHECK" MAY RESULT IN MISDIAGNOSIS OF A MALFUNCTIONING DERM.

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "ON." 2. Clear the SIR Diagnostic Trouble Codes. 3. Is DTC 61 set?	Go to Table A	Go to "SIR Diagnostic System Check"

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Fig. 54: DTC 61 - SIR Indicator Circuit Failure
Courtesy of GENERAL MOTORS CORP.

DTC 62 - REDUNDANT SIR INDICATOR CIRCUIT FAILURE

Description

When ignition switch is first turned on, battery voltage is applied to AIR BAG indicator light and to IGNITION 1 terminals A9 and A10. DERM responds by flashing AIR BAG indicator light 7 times alternating between primary and redundant lamp drivers.

Failure Conditions

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Diagnostic Trouble Code (DTC) 62 will set when IGNITION 1 voltage is greater than a specified value and output state at SIR INDICATOR terminal B1 does not match commanded state of redundant lamp driver for 400 milliseconds.

Action Taken

DERM turns on AIR BAG indicator light using primary lamp driver and sets a DTC.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS. Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks for an open in REDUNDANT INDICATOR GROUND circuit.
3. Checks for an open in REDUNDANT INDICATOR IGNITION 1 circuit.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection to DERM at terminal A2 or B2, an open in circuit No. 1590, or an open in circuit No. 39A.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

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WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	Is DTC 61 also set?	Go to DTC 61	Go to Step 3
3	1. Ignition switch "OFF." 2. Disconnect the yellow 2-way electrical connector at the base of the steering column. 3. Disconnect the DERM. 4. Check for proper connection to the DERM at terminals "A2" and "B2". 5. Is the DERM electrical harness connector damaged or corroded?	Go to Step 4	Go to Step 6
4	1. Repair the DERM electrical harness connector. 2. Has the connector been repaired?	Go to Step 5	
5	1. Check for proper connection to the DERM at terminals "A2" and "B2". 2. Are the DERM terminals damaged or corroded?	Go to Step 7	Go to Step 12
6	1. Check for proper connection to the DERM at terminals "A2" and "B2". 2. Are the DERM terminals damaged or corroded?	Go to Step 7	Go to Step 8
7	1. Replace the DERM. 2. Has the DERM been replaced?	Go to Step 12	
8	1. Measure the resistance on the DERM electrical harness connector from terminal "A2" (ground) to terminal "A12" (ground). 2. Is the resistance 5.0 ohms or less?	Go to Step 10	Go to Step 9
9	1. Repair the open in CKT 1590. 2. Has the open CKT been repaired?	Go to Step 12	---
10	1. Ignition switch "ON." 2. Measure the voltage on the DERM electrical harness connector from terminal "B2" to terminal "A12" (ground). 3. Is the voltage 1 volt or less?	Go to Step 11	Go to Chart A
11	1. Ignition switch "OFF." 2. Repair the open in CKT 39B. 3. Has the open CKT been repaired?	Go to Step 12	---
12	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 13	---
13	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	---

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Fig. 55: DTC 62 - Redundant SIR Indicator Circuit Failure
Courtesy of GENERAL MOTORS CORP.

DTC 71 &/OR 75 - INTERNAL DERM FAULT

Description

Diagnostic Trouble Code (DTC) 71 and/or 75 is an internal DERM fault. Codes set when DERM power supply reserve voltage charge or discharge time fails for 3 consecutive ignition cycles, DERM is unable to read from or write to EEPROM, DRIVER 36VLR is greater than a specified value for 500 milliseconds, or DERM calculated number for vehicle in which it is installed does not match value stored in EEPROM.

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Action Taken

DERM turns on AIR BAG indicator light and sets DTC.

WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35816-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Replace the DERM. 2. Has the DERM been replaced?	Go to "SIR Diagnostic System Check"	

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Fig. 56: DTC 71 &/Or 75 - Internal DERM Fault
Courtesy of GENERAL MOTORS CORP.

DTC 83 - DRIVER RESERVE DIODE SHORTED

Description

During TURN-ON tests performed at beginning of each ignition cycle, DERM delays charging of DRIVER 36VLR power supply. While delay is active, DERM measures voltage at DRIVER 36VLR terminal A4 and DRIVER SOURCE SENSE terminal A5. When driver reserve diode is shorted, IGNITION 1 voltage is measured at DRIVER 36VLR from forward biased driver ignition diode. When voltage measured at DRIVER 36VLR is within a specified range of IGNITION 1 voltage for 8 consecutive TURN-ON tests, history Diagnostic Trouble Code (DTC) 83 is set.

Action Taken

DERM turns on AIR BAG indicator light and sets a DTC.

NOTE: Test numbers refer to test numbers on diagnostic chart. For circuit number identification, see WIRING DIAGRAMS . Breaks in numbering may occur throughout this test procedure. No steps have been omitted.

1. SIR DIAGNOSTIC SYSTEM CHECK should always be performed first.
2. Checks whether malfunction is caused by a shorted driver reserve diode within arming sensor.

Diagnostic Aids

DTC will not set as a current DTC. Follow chart to diagnose a history DTC 83.

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WARNING: To avoid air bag deployment and injury when trouble shooting system, only use test equipment specified in diagnostic charts. Under no circumstances should battery powered test equipment or test light be used. Carefully follow all instructions.

WHEN MEASUREMENTS ARE REQUESTED IN THIS TABLE USE J 38200 DVM WITH CORRECT TERMINAL ADAPTER FROM J 35516-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED REFER TO "INTERMITTENTS AND POOR CONNECTIONS" WHEN A WIRE, CONNECTOR OR TERMINAL REPAIR IS REQUESTED USE J 38125-A AND REFER TO "WIRING REPAIR"

Step	Procedure	Yes	No
1	1. Was the "SIR Diagnostic System Check" performed?	Go to Step 2	Go to "SIR Diagnostic System Check"
2	1. Ignition switch "OFF" 2. Disconnect the yellow 2-way electrical connector at the base of the steering column and connect the harness side of the connector to SIR Driver/Passenger load tool J 38715. 3. Disconnect the DERM. 4. Ignition switch "ON." 5. Measure the voltage on the DERM electrical harness connector from terminal "A4" to terminal "A12" (ground). 6. Is the voltage 1 volt or less?	Go to Chart A	Go to Step 3
3	1. Ignition switch "OFF" 2. Disconnect J 38715. 3. Replace the Arming Sensor. 4. Has the sensor been replaced?	Go to Step 4	—
4	1. Reconnect all the SIR components. 2. Ensure the components are properly mounted. 3. Have all the SIR components been reconnected and properly mounted?	Go to Step 5	—
5	1. Clear the SIR Diagnostic Trouble Codes. 2. Have the SIR Diagnostic Trouble Codes been cleared?	Go to "SIR Diagnostic System Check"	—

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Fig. 57: DTC 83 - Driver Reserve Diode Shorted
Courtesy of GENERAL MOTORS CORP.

WIRE REPAIR

Because of sensitive nature of circuitry, manufacturer has developed special wiring repair procedures. Wire Repair Kit (J-38125-A) contains special sealed splices for use in repairing SIR wiring. Sealed splices are a heat shrink sleeve with sealing adhesive to produce a sealed splice and a cross-hatched core crimp to produce a positive contact for low energy circuits.

If any terminal or connector in SIR wire harness (except pigtailed) is damaged, component can be repaired using one of connector repair assembly packs. Terminals in SIR system are manufactured from a special metal to provide necessary contact for low energy circuits. These terminals are only available in wiring kit, and no other terminal should be substituted.

If an SIR wire pigtail is damaged, entire component (including pigtail) should be replaced. Under no circumstances should wire, connector or terminal repair be attempted on arming sensor, passenger compartment discriminating sensor, forward discriminating sensor, inflator module, or SIR coil assembly.

If any wire except a pigtail is damaged, wire can be repaired by splicing in a new section of wire of same

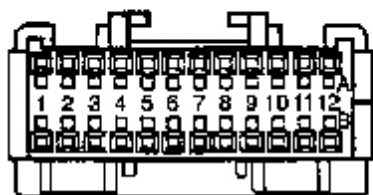
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gauge. Sealed splices and crimping tool must be used for these splices. To open wiring harness, remove tape as necessary. To avoid wire insulation damage, manufacturer recommends use of a sewing seam ripper. Refer to instructions in kit for wire repair procedure.

CONNECTOR IDENTIFICATION

NOTE: To identify SIR wiring connector terminals, see [Fig. 58 -13](#).



Yellow 2-Way Connector At
Base Of Steering Column



RH Forward
Discriminating
Sensor Connector



LH Forward
Discriminating
Sensor Connector



Arming Sensor
Jumper Harness
Electrical Connector



Discriminating
Sensor Jumper
Harness Connector



Arming Sensor
Connector

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Fig. 58: DERM Connector
Courtesy of GENERAL MOTORS CORP.



Yellow 2-Way Connector At Base Of Steering Column

50F03765

Fig. 59: Yellow 2-Way Connector At Base Of Steering Column
Courtesy of GENERAL MOTORS CORP.



RH Forward Discriminating Sensor Connector

50H03766

Fig. 60: RH Forward Discriminating Sensor Connector
Courtesy of GENERAL MOTORS CORP.



LH Forward Discriminating Sensor Connector

50J03767

Fig. 61: LH Forward Discriminating Sensor Connector
Courtesy of GENERAL MOTORS CORP.



**Arming Sensor
Jumper Harness
Electrical Connector**

50B03768

Fig. 62: Arming Sensor Jumper Harness Electrical Connector
Courtesy of GENERAL MOTORS CORP.



**Discriminating
Sensor Jumper
Harness Connector**

50D03769

Fig. 63: Discriminating Sensor Jumper Harness Connector
Courtesy of GENERAL MOTORS CORP.



Arming Sensor Connector

50F03770

Fig. 64: Arming Sensor Connector
Courtesy of GENERAL MOTORS CORP.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS

Application	Ft. Lbs. (N.m)
Steering Wheel Hexagonal Lock Nut	30 (41)
	INCH Lbs. (N.m)
Inflator Module Nut/Screw Driver-Side	27 (3)
SIR Coil Mounting Screw	30 (3.4)
Turn Signal Switch Screw	30 (3.4)
Turn Signal Switch Arm Screw	20 (2.3)

WIRING DIAGRAMS

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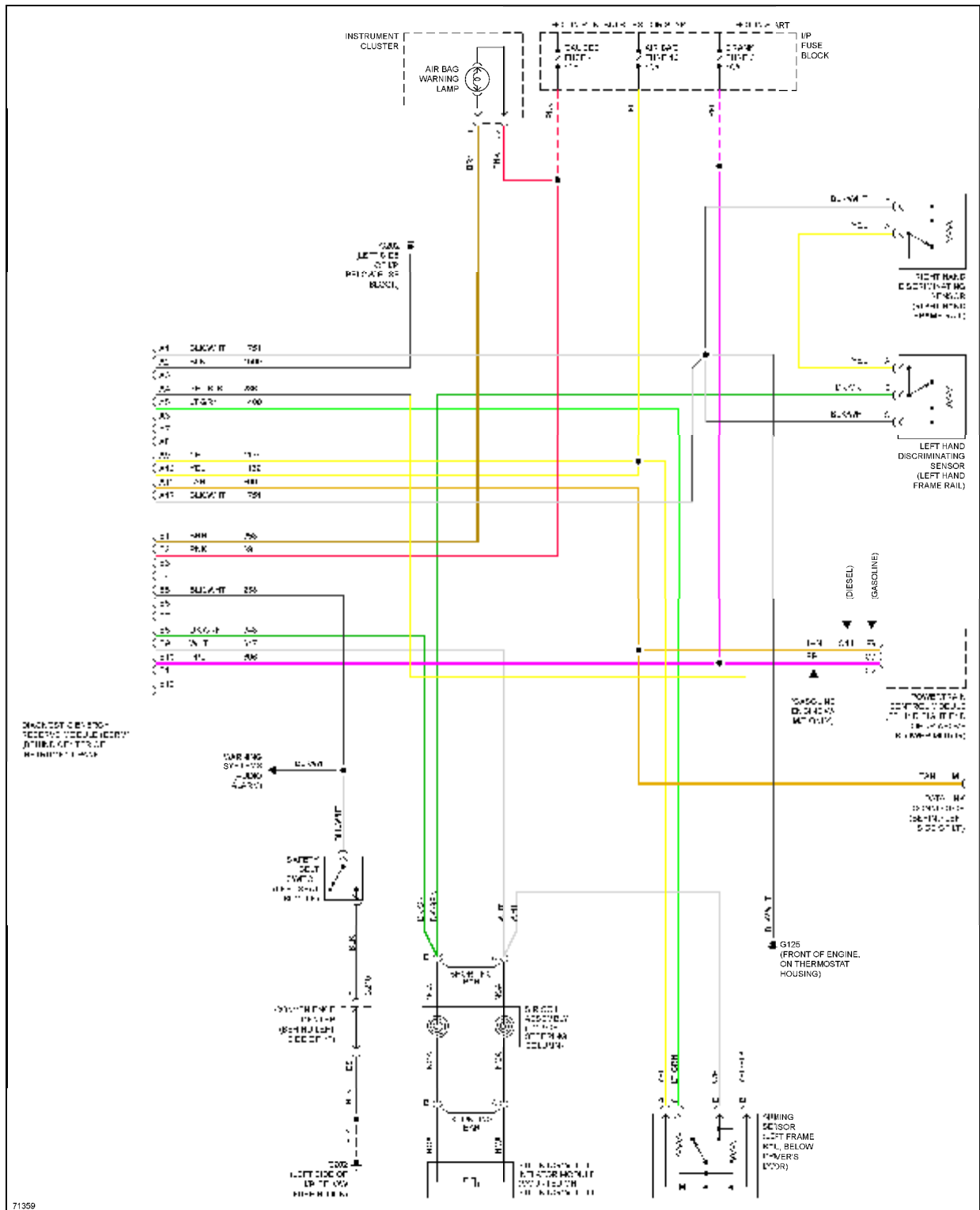


Fig. 65: SIR System Wiring Diagram
 Courtesy of GENERAL MOTORS CORP.