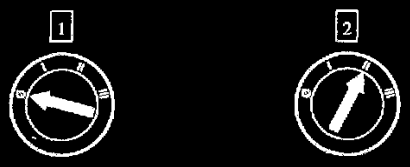
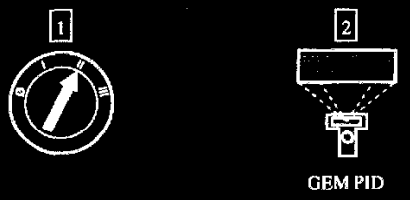
Instrument Panel, Gauges and Warning Indicators: Testing and Inspection
Test E: A Chime Does Not Operate Correctly-Air Bag Warning Tone

PINPOINT TEST E: A CHIME DOES NOT OPERATE CORRECTLY— AIR BAG WARNING TONE

CONDITIONS	DETAILS/RESULTS/ACTIONS
E1 CHECK THE AIR BAG WARNING LAMP OPERATION	
	• Does the air bag warning lamp illuminate? → **Yes** GO to **E2**. → **No** REFER to Instrument Cluster.
E2 CHECK EXTERNAL CHIME REQUEST PID IPCHIME	
	2 Monitor the GEM PID IPCHIME. • Does GEM PID IPCHIME indicate ON? → **Yes** GO to **E3**. → **No** GO to **E5**.

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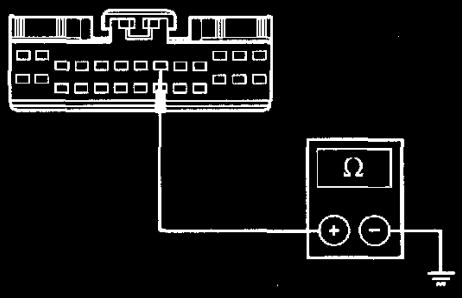
DIAGNOSIS AND TESTING (Continued)

PINPOINT TEST E: A CHIME DOES NOT OPERATE CORRECTLY— AIR BAG WARNING TONE (Continued)

CONDITIONS	DETAILS/RESULTS/ACTIONS
E3 CHECK FOR A FAULTY RESTRAINT CONTROL MODULE	
1  RCM C223	• Does the GEM PID IPCHIME still read ON? → **Yes** GO to **E4**. → **No** REFER to Air Bag Systems.
E4 CHECK CIRCUIT 1083 (LB/BK) FOR SHORT TO GROUND	
1  GEM C240a 2  GK8098-A	2 Measure the resistance between GEM C240a pin 8, circuit 1083 (LB/BK), harness side and ground. • Is the resistance greater than 10,000 ohms? → **Yes** GO to **E5**. → **No** REPAIR the circuit. TEST the system for normal operation.

(Continued)

DIAGNOSIS AND TESTING (Continued)

PINPOINT TEST E: A CHIME DOES NOT OPERATE CORRECTLY— AIR BAG WARNING TONE (Continued)

CONDITIONS	DETAILS/RESULTS/ACTIONS
E5 VERIFY THE SYMPTOM	
1  2 	• Is the symptom still present? → **Yes** GO to **E6**. → **No** The system is working correctly.
E6 CHECK FOR CORRECT MODULE OPERATION	
	1 Check: • for corrosion • for pushed-out pins • connector seated correctly 2 Connect any disconnected connectors. 3 Make sure all other system connectors are fully seated. 4 Operate the system and verify the concern is still present. • Is the concern still present? → **Yes** INSTALL a new GEM/CTM module. REFER to Multifunction Electronic Control Module (General Module). CLEAR the DTCs. REPEAT the GEM/CTM self-test. → **No** The system is operating correctly at this time. Concern may have been caused by a loose or corroded connector. CLEAR the DTCs. REPEAT the self-test.