Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

1997 CHEVROLET Tahoe 3 doors OEM Service and Repair Workshop Manual

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ensure that all of the terminals are uniform and free of damage or deformation.

4. Insert the appropriate adapter into the flat wire harness connector in order to test the circuit in question.

Control Module/Component Voltage and Grounds

Poor voltage or ground connections can cause widely varying symptoms.

- Test all control module voltage supply circuits. Many vehicles have multiple circuits supplying voltage to a control module. Other components in the system may have separate voltage supply circuits that may also need to be tested. Inspect connections at the module/component connectors, fuses, and any intermediate connections between the voltage source and the module/component. A test lamp or a DMM may indicate that voltage is present, but neither tests the ability of the circuit to carry sufficient current. Operate the component to test the ability of the circuit to carry sufficient current. Refer to Circuit Testing and Power Distribution Schematics.
- Test all control module ground and system ground circuits. The control module may have multiple ground circuits. Other components in the system may have separate grounds that may also need to be tested. Inspect grounds for clean and tight connections at the grounding point (screw or stud). Inspect the connections at the component and in splice packs, where applicable. Operate the component to test the ability of the circuit to carry sufficient current. Refer to Circuit Testing and Ground Distribution Schematics.

Temperature Sensitivity

- An intermittent condition may occur when a component/connection reaches normal operating temperature. The condition may occur only when the component/connection is cold, or only when the component/connection is hot.
- Freeze Frame, Failure Records, Snapshot, or Vehicle Data Recorder data may help with this type of intermittent condition, where applicable.
- If the intermittent is related to heat, review the data for a relationship with the following:
  - High ambient temperatures
  - Underhood/engine generated heat
  - Circuit generated heat due to a poor connection, or high electrical load
  - Higher than normal load conditions, towing, etc.
- If the intermittent is related to cold, review the data for the following:

- **NOTE**

  Note

  DO NOT re-program the control module with the SAME software/calibration files that are already present in the control module. This is not an effective repair for any type of concern.

  Verify that the control module contains the correct software/calibration. If incorrect programming is found, reprogram the control module with the most current software/calibration. Refer to Control Module References for replacement, setup, and programming.

Steering Wheel Angle Sensor Centering

Steering Wheel Angle Sensor Centering

WARNING

Warning

An inaccurate or not centered steering angle sensor could limit the operation of the electric power steering and may result in personal injury.

NOTE

Note

The GDS2 calibration software must be updated to the latest diagnostic package for the scan tool Reset and Learn functions to work correctly.

The external, column mounted, steering angle sensor does not require a centering often. Centering of the external steering angle sensor might be required after certain service procedures are performed. Some of these procedures are as follows:

- Wheel alignment
- Steering gear replacement
- Steering column replacement
- Steering angle sensor replacement
- Collision or other physical damage
- Electronic Brake Control Module replacement

The external steering angle sensor centering procedure can be completed with a scan tool using the following steps:

YOUR CURRENT VEHICLE

Vehicle Yaw Sensor Learn

Vehicle Yaw Sensor Learn

The yaw rate sensor does not require calibration often. Calibrating the yaw rate sensor might be required after certain service procedures are performed. Some of these procedures are as follows:

- Yaw Rate Sensor replacement
- Electronic Brake Control Module replacement
- Inflatable Restraint Sensing and Diagnostic Module replacement
- Multi-axis Acceleration Sensor Module replacement (UGN)

The yaw rate sensor learn procedure can be completed with a scan tool using the following steps:

1. Place vehicle on a level surface
2. Apply the parking brake, or set the transmission in the Park position.
3. Install the scan tool to the data link connector.
4. Ignition ON/Vehicle in Service Mode.
5. Select Yaw Rate Sensor Learn in the Electronic Brake Control Module Configuration/Reset Functions list.
6. Follow the scan tool directions to complete the calibration procedure.
7. Select Yaw Rate Sensor Learn in the Inflatable Restraint Sensing and Diagnostic Module Configuration/Reset Functions list.
8. Follow the scan tool directions to complete the calibration procedure.
9. Clear any DTCs that may be set.