

GUIDELINES APPLICABLE TO ALL VEHICLES

Airbags and pyrotechnic pretensioners are safety device but they can cause injury if mishandled. Always refer to model-specific information before starting work on an SRS system. The following guidelines are general recommendations.

GUIDELINES FOR SAFETY

1. Disconnect all SRS component before checking SRS wiring continuity
2. Never probe an airbag module connector. Doing so can cause the airbag to deploy, which may cause injury.
3. Never probe a pretensioner connector. Doing so can cause the pretensioner or airbag to deploy, which may cause injury.
4. Ensure all multi-plugs are correctly inserted and securely locked together.
5. Ensure all wiring is correctly routed and secured to avoid chaffing, trapping or shorting the harness.
6. Install airbags and pyrotechnic pretensioners as soon as possible after removal from their packaging.
7. Use correct fixing bolts for SRS components.
8. Disconnect the battery before any welding operations and connect the earth terminal of the welder as near to the welding area as possible.
9. Dissipate any static electrical charge by touching the body of the vehicle or a good known earth point before handling any pyrotechnic devices or before removing seats, airbags or pretensioners.
10. Disconnect or remove the SRS control module when welding in the vicinity.
11. Disconnect or remove the side airbag sensor when welding the door.
12. Remove pretensioners if the temperature is likely to be above 110°C.
13. Remove airbags if the temperature is likely to be above 85°C.
14. Remove the SRS control module if the temperature is likely to be above 100°C.
15. Observe torque figures. Over tightened or loose components could affect the operation of the airbags and pretensioners.

GUIDELINES FOR HANDLING AIRBAGS

1. Carry airbags with trim cover facing away from you.
2. Dispose of deployed airbags and pyrotechnic pretensioners according to recommendations of the manufacturer. Some may recommend disposal with normal waste while the others may require it to be treated as hazardous waste.
3. Return damaged or suspect components to the supplier except where the damage has resulted in the inflator cartridge being exposed or split, in which case specialist advice should be sought from the supplier or manufacturer.
4. Return undeployed airbags to the supplier using the packaging that the new component was supplied in. If this packaging is not available, contact the supplier and ask for fresh packaging.
5. Do not disassemble any airbag components. This can render the system inoperative, which may result in serious injury or death in event of an accident.
6. Never attempt to adapt, reuse or install an airbag module or its component to another vehicle. This may result in serious injury or death in event of an accident.

DIAGNOSTIC PROCEDURE APPLICABLE TO ALL VEHICLES

1. Turn the ignition on. Does the SRS warning lamp light up? If it does, go to step 5. If it does NOT, go to step 2.
2. Disarm the SRS system.
3. Check the SRS warning lamp circuit and rectify accordingly.
4. Re-arm the SRS system; then go to step 1.
5. Does it go off after a prescribed interval? If it does, the system is working properly. If it does NOT, go to step 6.
6. Access diagnostic trouble codes.
7. Disarm the SRS system.

8. Remedy the faults obtained in step 6.
9. Re-arm the SRS system.
10. Erase the fault memory; then go to step 1.