



Airbag Handling Protocol

Introduction

The purpose of this document is to provide guidelines for the practice of removing an original equipment non-deployed airbag from a salvaged vehicle for installation in another vehicle.

Ara University has a module available: **Airbag & Explosive Pretensioners Safety**
Ara University has a module available: **DOT Hazardous Material Sipping Training**

Definition

These guidelines cover the use of Original Equipment Manufacturer non-deployed airbags. OEM non-deployed airbags must be original equipment that have been removed from a donor vehicle and installed in another vehicle for which they are correct replacement parts. These guidelines do not include rebuilt, re-manufactured, or non-original equipment airbag or airbag system components. They do not include any airbag or airbag system component that has been disassembled, altered, repaired, or had any parts removed or replaced.

These guidelines address the use of Original Equipment Manufacturer (OEM) non-deployed airbags. OEM airbags must be taken from a donor vehicle and installed as correct replacement parts in another vehicle. These guidelines exclude rebuilt, re-manufactured, non-original, disassembled, altered, repaired, or modified airbag components.

Owner Notification

If an OEM non-deployed airbag is to be installed by a third party, the vehicle owner must be made aware of the intended use of such air bag(s) prior to its installation. *In repairing a vehicle, the use of OEM non-deployed airbags may save the consumer several hundred dollars and in some instances be the difference between the vehicle being declared a total loss rather than being repaired.*

Air Bag Suitability

The OEM airbag must remain unmodified, including its finish and color. Painting or refinishing the airbag cover can degrade the material, affecting deployment and potentially causing paint to flake off, which could injure occupants.

Airbag system components that have sustained water damage must not be reused. While airbag modules are designed to repel moisture under typical vehicle operating conditions, components that have been submerged or have experienced flood damage should not be reused. Additionally, prolonged exposure to environmental elements may result in water contamination.





Applications

The supplier must ensure that any OEM non-deployed airbag supplied is an exact interchange for the recipient vehicle. Fitment must be ensured through confirmation with published, recognized and approved interchange data. *Physical fit and similarity is not a guarantee of correct interchange.*

Inspection Protocol

Suppliers of OEM non-deployed airbags must use an established protocol for inspection of an OEM non-deployed airbag and must perform such inspections on all units prior to sale. Only units that successfully meet all the requirements may be sold or installed. Inspections must include at a minimum the following:

- 1) The OEM non-deployed airbag supplier must report donor vehicle year, make, model, VIN, and airbag trim color if relevant.
- 2) The airbag module cover must be free of damage, including nicks, scrapes, scratches, or flaws.
- 3) Airbag components must show no signs of water contamination such as mold, mildew, or residue. Avoid using airbags from flood-damaged vehicles.
- 4) The airbag module must be free of loose parts or foreign objects.
- 5) Inspect mechanical fasteners for damage.
- 6) Wiring and electrical connectors must be free of corrosion, damage, or abrasion.

OEM Non-Deployed Air Bag Training

Staff handling OEM non-deployed airbags must complete a DOT-compliant training course (49CFR 171-173) in dismantling, handling, inspecting, storing, or shipping. Those involved in transporting airbags must follow DOT procedures. Training certification must be renewed every three years.

Documentation

Upon sale, each OEM non-deployed airbag must be accompanied by a supplier issued document including the following information:

- Identification of the supplier of the unit.
- Identification of the airbag module cover color (and color code if available).
- Identification of the donor vehicle, including VIN, year, make and model.
- Suppliers internal stock number or locator number.
- Indication of source of fitment information (i.e. Interchange manual/part number, OEM info, etc.).





Recalls

Prior to sale, the NHTSA complaint, defect, and recall database shall be searched to confirm that the OEM nondeployed airbag(s) are not the subject of investigation. If there is evidence of complaints, defects, and/or recalls, the airbag system shall be destroyed.

The point-of-sale recall check must be made at one of the websites:

<https://vinrcl.safercar.gov/vin/>

<https://www.nhtsa.gov/recalls>

For ARA Members with login: <https://ararecalllookup.nsvrp.org/>

Storage

Store removed airbag modules in a cool, dry place with fire protection, cover side up, and not stacked. Protect OEM non-deployed airbags from water and contaminants both in salvage vehicles and storage. Keep them on a secure flat surface away from heat, oil, grease, detergent, or water. Suppliers must follow all relevant procedures.

I acknowledge that I have read and understand the contents of this Airbag Handling Protocol. The process must be reviewed annually to remain in compliance with the Airbag Handling Protocol.

Employee Name Printed _____

Employee Signature _____ Date: _____

Supervisor Name Printed _____

Supervisor Signature _____ Date: _____

