

# 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. The guidelines are provided in sections, and the rationale, additional explanation and examples are noted in italics.

Ara University has a module available: **Airbag & Explosive Pretensioners Safety**

Ara University has a module available: **DOT Hazardous Material Training**

## Definition

These guidelines cover the use of Original Equipment Manufactured 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.

## 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

There should be no modifications to the OEM non-deployed airbag including finish and color. Refinishing an airbag such as painting the exterior cover to match the interior color of the vehicle may degrade the material thereby adversely affecting deployment or cause paint to flake off during deployment, which could cause severe injuries to the occupants.

**Airbag system components that have suffered water damage must not be re-used.** Airbag modules are sealed to repel moisture under normal vehicle operating conditions. However, airbag system components that have been submerged or suffered flood damage must not be reused. Long-term exposure to the elements may also cause 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/installation. 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 identify, record, and report the donor vehicle information including vehicle year, make, model, VIN and airbag trim color if applicable.
- 2) Airbag module cover must be visually inspected and show no damage including nicks, scrapes, scratches, or outer flaws which might lead to the refinishing of the module.
- 3) Airbag system components must be visually inspected and show no signs of water contamination - including mold, mildew, or water residue. OEM non-deployed airbag use is not recommended if the donor vehicle sustained flood damage and/or any airbag system components exhibit signs of water contamination.
- 4) The airbag module must be inspected and be free of loose parts or foreign objects.
- 5) Visual inspection of mechanical fasteners for damage.
- 6) Attached wiring and electrical connectors must be visually inspected and show no corroded, damaged, or abraded wires, terminals or connectors.
- 7) The shorting bar, if included, must be visually inspected.

### OEM Non-Deployed Air Bag Training

OEM non-deployed airbags shall ensure that any staff member who is engaged in dismantling, handling, inspecting, storing or shipping of airbags complete a training course. Such training course must be meet the shipper certification rules set forth by the Department of Transportation (DOT) in 49CFR 171-173. Persons involved in shipping and transporting of airbags (both OEM non-deployed and OEM new) must follow procedures appropriate for the shipping consistent with DOT Regulations. Training must be repeated so that all HazMat employees have been certified or re-certified within the last three (3) 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 the government website

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

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

### Storage

Once removed from the donor vehicle, airbag modules should be stored in a cool dry location with appropriate fire protection, stored cover side up and not stacked. OEM non-deployed airbags shall be protected from the elements both in the salvage vehicle and in storage facilities to avoid exposure to water or other contaminants. Storage of airbags shall be on a secure flat surface away from high heat source and free of oil, grease, detergent or water. Suppliers of OEM non-deployed airbags shall comply with 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 Name Signature \_\_\_\_\_

Supervisor Name Printed \_\_\_\_\_

Supervisor Name Signed \_\_\_\_\_

Date \_\_\_\_\_ Month \_\_\_\_\_ Day \_\_\_\_\_ Year \_\_\_\_\_