A. Electronic components

1. When drying paint in the drying oven
Electronic components, such as the transistorized ignition control unit, control unit for the electronic gasoline injection system and for the ABS system, airbag and belt tensioner etc. must not be heated to a temperature of more than 90°C .

If in doubt, check the temperature at these points (electronic components should be removed beforehand) by means of a series of measurements using a mercury maximum thermometer during the baking phase.

If the maximum permissible temperature is not exceeded, the electronic components need not be removed.

At a component temperature up to a maximum of 60°C (air injection temperature max. 90°C), no special seat measures are required.

Other points of consideration when drying in the drying oven are described in the repair instructions on microfilm "Painting and corrosion protection" operation no. 98-100.

2. During welding work
Always disconnect and cover the battery negative terminal. Separate the test coupling connector airbag, 10-pole (color red) in the right-hand footwell after waiting 2 seconds following disconnection of the battery.

3. After accidents
The replacement of electronic control units after an accident is only required if at least one of the following conditions prevails:

The housing is noticeably deformed or damaged.

The contact surface or console is deformed; the unit does not show any external damage.

The connector is damaged or corroded by moisture.

The function check or the self-diagnosis of the unit indicates faults.

Restraint systems, see repair instructions on microfilm "Airbag and belt tensioner", operation no. 91-610.

If electronic components, e.g. ABS control unit, were removed for repair jobs and subsequently reused, the functioning of these must be suitably checked according to the existing documentation after installation.

B. Steering

1. Evaluating the steering of a vehicle damaged in an accident

1.1
On vehicles involved in accidents resulting in body damage (e.g. deformed fender, side member, platform, body, side panels, rear-end panels etc.), the steering may be reused provided that:

a) front axle parts such as the front axle carrier, steering knuckle, control arm, tie rods and drag links, Pitman arm, steering knuckle arm and idle arm are not damaged and the steering shaft does not show any signs of twisting at the splined section,

b) the front axle has not been subjected to overloading,

c) the steering can be turned by hand at the steering joint from one lock to the other without any signs of jamming.

1.2
The steering should be replaced for seat reasons if:

a) parts of the front axle or the steering linkage are permanently deformed,

b) the result of the vehicle alignment check confirms that the front axle has been overloaded.

2. General

When evaluating steering systems which have been damaged in an accident, observe the following:

An impact transferred to the steering via the steering linkage may cause damage which cannot be recognized externally. Consequently the entire steering system should be subjected to a test involving visual inspection and crack test. Since such a test is not possible in most workshops, the steering has to be replaced in case of doubt.

C. Seat belt

1. With mechanical damage

If seat belts are improperly treated (cleaned incorrectly, improperly placed or jammed in), the belt web may be damaged.

For this reason carry out a visual inspection of the belt webs during each maintenance service.

If cut fibers or damage, for example from a burning cigarette, are detected on a belt web, the customer must be informed that the belt requires replacement. It is not necessary to replace the seat belt in the case of chafe marks without cut fibers.

If a customer rejects the replacement of a damaged seat belt, a remark to that effect must be made on the repair order.

When receiving complaints that the "seat belt fails to roll up properly", check whether the belt is being returned by hand, contrary to regulations, before removal or whether it is twisted through 180° behind the lining as a result of improper handling.
The lining must be removed for this purpose.

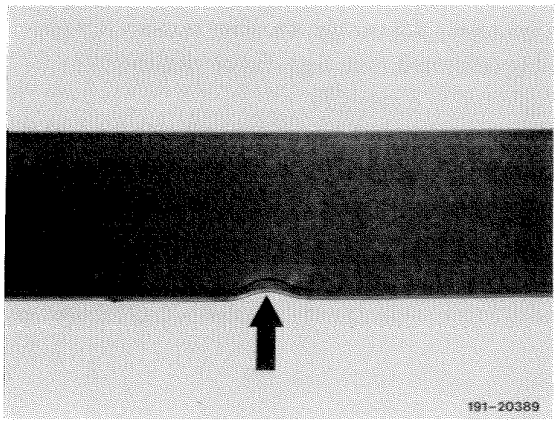
2. After accidents

Note
Renew individual parts such as retaining rail, belt buckle, adjustable belt anchorage or the complete belt system only if visible deformation exists.

Indications of damage

Stage 1
1 Plastic cover of retaining rail is donted. It is no longer possible to adjust the seat easily.

Remedy
Replace retaining rail.



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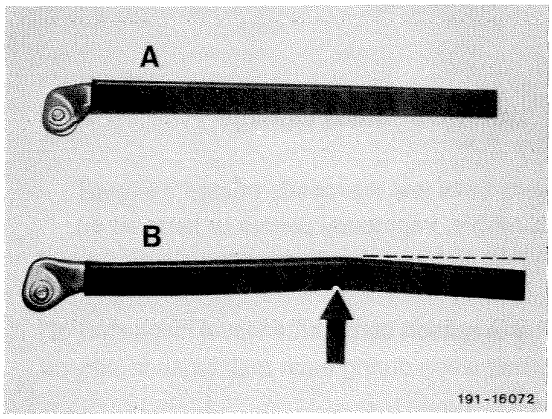
2 The retaining rail is deformed. It is no longer possible to adjust the seat properly.

Remedy
Replace retaining rail.



A Retaining rail undamaged
B Retaining rail deformed

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Stage 2
1 Retaining rail severely deformed. Seat no longer adjustable.

2 Automatic reel inoperative.

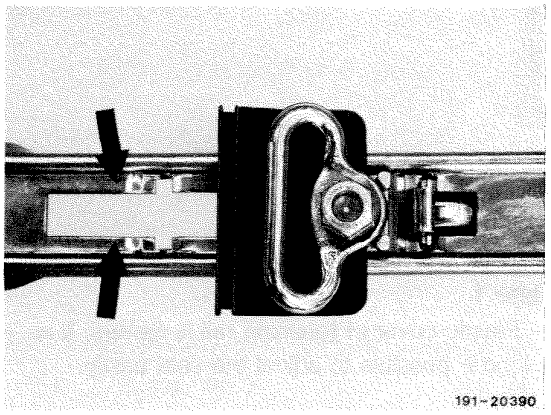
Remedy
Replace retaining rail and seat belt.

Stage 3
1 Retaining rail severely deformed. Seat no longer adjustable.

2 Automatic reel inoperative.

3 Manually adjustable shoulder belt anchorage visibly deformed (see fig.). Force required for adjustment is excessive.

Remedy
Replace complete seat belt system including belt buckle.



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