

This part is subdivided into the following sections:

- A. General
- B. Transporting of airbag and Emergency Tensioning Retractor (ETR) units
- C. Storage of airbag and Emergency Tensioning Retractor (ETR)
- D. R and R airbag and Emergency Tensioning Retractor (ETR)
- E. Waste disposal of SRS control module (N2/2) containing mercury
- F. Important information on repairs or procedures after accidents

A. General

 **WARNING!**

When disposing of SRS control modules (N2/2) containing mercury sensors, adhere to all state, county and local hazardous waste disposal regulations and guidelines where applicable.

 **WARNING!**

The driver and passenger-side airbag and the emergency tensioning retractor (ETR) are pyrotechnical devices. The handling, transport and storage as well as disposal of such devices are subject to state, county, and local laws where applicable. Please be certain to adhere to all applicable requirements, regulations and guidelines when transporting, testing, handling or disposing SRS components.

The airbag and ETR have been tested and classified by U.S and Canadian Federal agencies as follows:

Airbag - "Flammable Solid, Not Otherwise Specified"

ETR - "Ammunition, Non-Explosive"

B. Transporting of airbag and ETR units

The Airbag and emergency tensioning retractor are to be transported in their original packaging and original spare parts carton provided for this purpose only. Please adhere to US DOT N49 CFR regulations where applicable.

Transportation in passenger compartment is strongly discouraged for added safety.

C. Storage of airbag and ETR units

Store airbag and ETR in rooms which can be locked to prevent tampering.

Consult your local fire authority concerning local storage requirements.

The gross weight of the component should be used to calculate the actual amount of stored material for which official permission is given:

Per driver's airbag:	0,6 kg
Per front passenger's airbag:	1,2 kg
Per ETR:	0,2 kg

D. R and R airbag and ETR

1 Testing and installation operations may only be carried out or supervised by appropriately trained personnel.

2 Airbag and ETR units must only be installed immediately after being withdrawn from the store-room and without delay, and only with the vehicle battery disconnected, the negative terminal or terminal post insulated and the (10-pole) test connection or plug disconnected.

3 In the event of a break in operations, the airbag or belt tensioner units must be returned to safe keeping under lock and key. Under no circumstances must these parts be left unsupervised.

The following directives must always be observed:

- Airbag and ETR units must not be treated with grease or cleaning agents or similar agents.

- Airbag and ETR units must not be exposed to temperatures above 100 °C, even briefly.

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- No airbag or ETR unit which has been dropped from a height exceeding 0.5 m must be installed in a vehicle.
- Airbag and ETR units may only be electrically tested in an installed condition with the specified testing instruments.

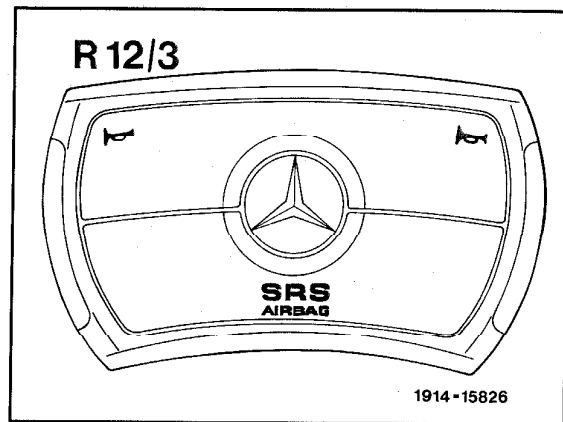
Before an airbag and/or ETR unit is removed, the battery must be disconnected, the negative terminal insulated and the (10-pole) test connection/plug disconnected.

WARNING!

When not installed, airbag units must always be kept with the padded side uppermost.

If the gas generators are detonated with the airbag facing downwards, the unit will be propelled upwards, presenting a potential injury hazard.

Never take hold of ETR (turbine-type) units by the turbine. If the propellant is detonated, the turbine will spin at high speed, presenting a potential injury hazard.



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E. Waste Disposal of SRS control module (N2/2) Containing Mercury

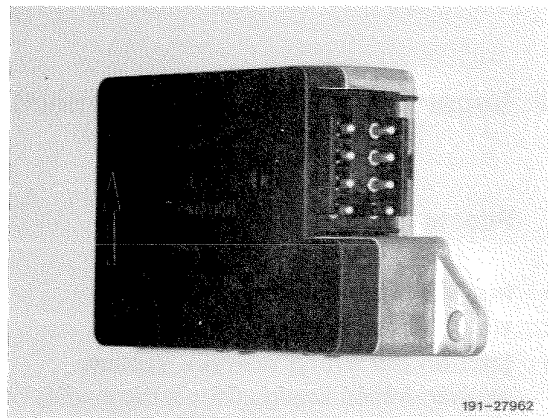
Components containing mercury must not be placed with industrial waste or handed over for normal scrap disposal.

They must either be assigned as industrial material for recycling in accordance with official regulations on waste disposal, or disposed of as special waste material.

Components containing mercury

1. ETR control module

Part No. 003 820 06 10



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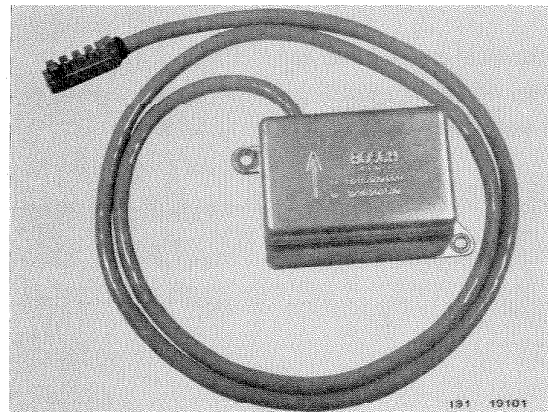
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2. Airbag control module

Part No. 126 820 14 10

124 820 51 10

002 820 97 10



191 19181

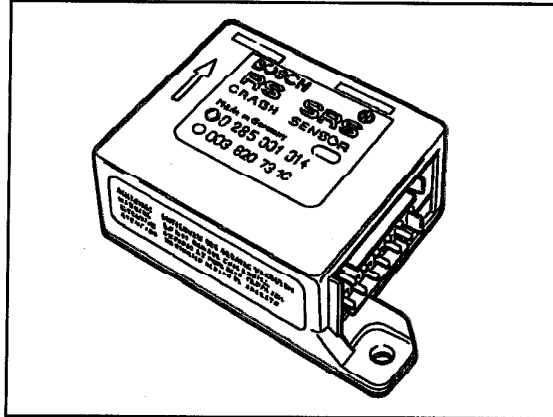
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3. Airbag control module

Part No. 003 820 73 10

003 820 74 10



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F. Important information for inspection and repair jobs or after an accident

1. Prior to starting

- body repair jobs
- welding jobs or
- jobs on the airbag restraint system, steering wheel, airbag unit, control module or ETR, be sure to disconnect and insulate the negative battery terminal.

Separate test connection-connector airbag 10-pole (red) in footwell at the right after waiting for 2 seconds after disconnecting battery.

2. Following accidents

Following an accident, the replacement of individual components is required based on the following prerequisites:

- 1 Recognizable distortion or damage to control module.
- 2 Distortion of control module console, even if control module externally undamaged.
- 3 An electrical fault shows up during test jobs.
- 4 Not released but damaged airbag or ETR units.
- 5 Released airbag or ETR units.
- 6 Impulse code 10 indicated (vehicles from 09/87).

Note

Do not repair damaged or defective components, but always install new components. For unreleased ETR units the same replacement directions apply as those laid down in Job No. 91-625.

If the driver's airbag unit has been released, always replace the steering wheel as well.

If the front passenger's airbag unit has been released, always replace the mounting frame as well.

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3 Paint jobs

There are no special safety rules for paint jobs with subsequent oven drying, since the entire airbag and ETR restraint system is designed in such a manner that no damage can be caused by the vehicle getting hot.

4 After working on the airbag and ETR restraint system, check the system with the test instrument or by impulse display. On impulse display 1, no fault has been registered in the memory, i.e. the system is in order.

Note

On vehicles from 09/87 onwards, ETRs are not covered by impulse display. As a result, if one or both ETRs are replaced, they must also be tested as specified under 91-700.

Note

If one or both front seats are removed (the plug connectors to safety belt buckles must be disconnected), the SRS MIL will light up with the ignition key in position 1 or 2 and go out again when the seats are reinstalled. This will be memorized as a fault (impulse display 5 or 6).

The memory must be cancelled as described.