SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

CONTENTS

CAUTION
- **Carefully read and observe the information in the SRS SERVICE PRECAUTIONS (P.52B-3.) Prior to any service.**
- **For information concerning troubleshooting or maintenance, always observe the procedures in the Troubleshooting (P.52B-6.) or the SRS Maintenance (P.52B-16.) sections respectively.**
- **If any SRS components are removed or replaced in connection with any service procedures, be sure to follow the procedures in the INDIVIDUAL COMPONENT SERVICE section (Refer to BASIC MANUAL) for the components involved.**
- **If you have any questions about the SRS, please contact your local distributor.**

GENERAL

OUTLINE OF CHANGES

The front passenger's side Supplemental Restraint System (SRS) has been added as an option. The following maintenance service points have been established as a result of this. Furthermore, procedures other than those below are the same as before. <L.H. drive vehicles for Europe (except "EL") and General Export ("GLX")>

NOTE

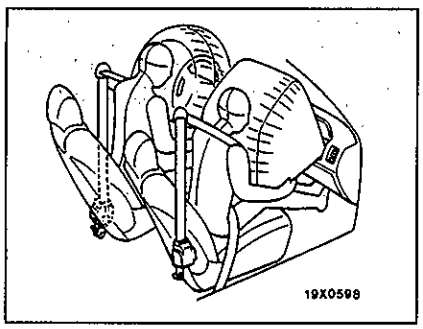
Reference material
- COLT/LANCER Workshop Manual (Pub. No. PWME9117) <Vehicles for Europe>
- COLT/LANCER '94 Workshop Manual (SUPPLEMENT) (Pub. No. PWME9123-3) <Vehicles for General Export>

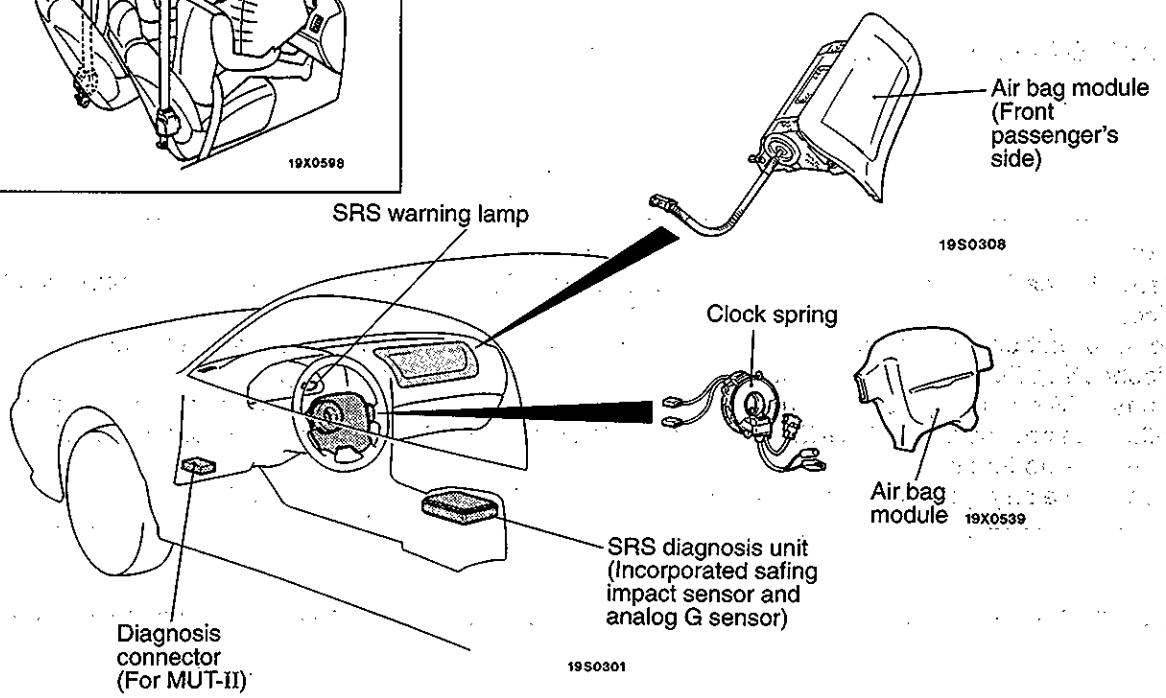
GENERAL INFORMATION

The Supplemental Restraint System (SRS) is designed to supplement the driver's and front passenger's seat belt to help reduce the risk or severity of injury to the driver and front passenger by activating and deploying an air bag in certain frontal collisions.

The SRS consists of: two air bag modules; one located in the centre of the steering wheel and another one located above the glove box, which contains the folded air bag and an inflator unit; the SRS diagnosis unit located under the rear console box assembly, which monitors the system, and which contains a safing impact sensor and analog G sensor; an SRS warning lamp located on the instrument panel, which indicates the operation status of the SRS, and clock spring interconnection located within the steering column; wiring.

The SRS is designed so that the air bag will deploy when the safing sensor activates while the fire output is signaled by monitoring the analog G sensor. Only authorized service personnel should do work on or around the SRS components. Those service personnel should read this manual carefully before starting any such work. Extreme care must be used when servicing the SRS to avoid injury to the service personnel (by inadvertent deployment of the air bag) or the driver (by rendering the SRS inoperative).



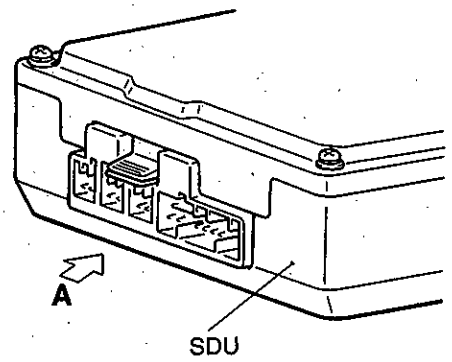


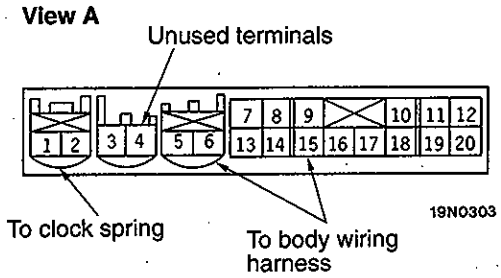
SRS SERVICE PRECAUTIONS

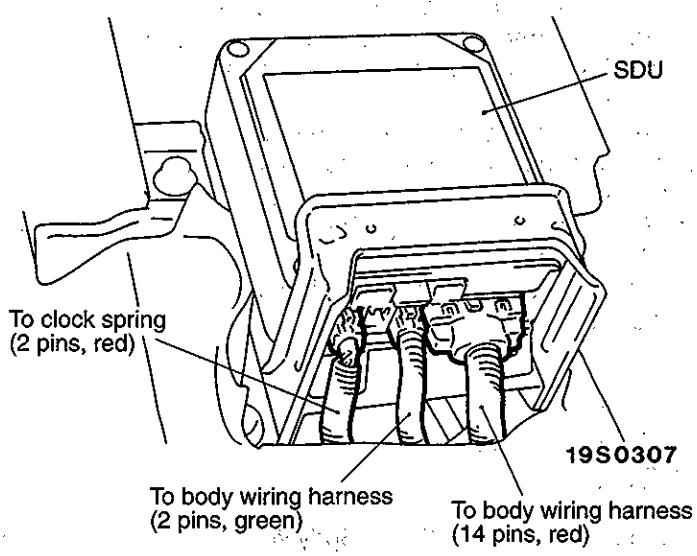
1. In order to avoid injury to yourself or others from accidental deployment of the air bag during servicing, read and carefully follow all the precautions and procedures described in this manual.
2. Do not use any electrical test equipment on or near SRS components, except those specified on P.52B-5.
   Never use an analogue ohmmeter.
3. **Never Attempt to Repair the Following Components:**
   - SRS Diagnosis Unit (SDU)
   - Clock Spring
   - Air Bag Modules (Driver's side and front passenger's side)

   If any of these components are diagnosed as faulty, they should only be replaced, in accordance with the INDIVIDUAL COMPONENT SERVICE procedures in BASIC MANUAL.
4. Do not attempt to repair the wiring harness connectors of the SRS. If any of the connectors are diagnosed as faulty, replace the wiring harness. If the wires are diagnosed as faulty, replace or repair the wiring harness according to the following table.

Harness Connector (No. of Terminals, Color)	SDU Terminal No.	Destination of Harness	Corrective Action
2 pins, red	1 to 2	Body wiring harness → Clock Spring → Air bag module (Driver's side)	Replace clock spring. Correct or replace body wiring harness
2 pins, green	5 to 6	Body wiring harness → Air bag module (Front passenger's side)	Correct or replace body wiring harness
14 pins, red	7 to 8	–	–
	9	Body wiring harness → Diagnosis connector	Correct or replace body wiring harness
	10	–	–
	11	Body wiring harness → Junction block (fuse No. 7)	Correct or replace body wiring harness
	12	Body wiring harness → Junction block (fuse No. 2)	
	13	Body wiring harness → SRS warning lamp	
	14		
	15 to 18	–	–
	19	Body wiring harness → Junction block → Body wiring harness → Earth	Correct or replace body wiring harness
	20		



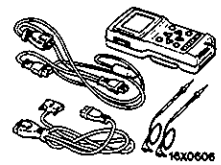
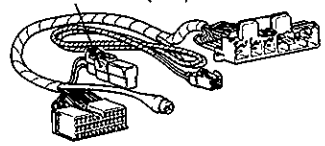
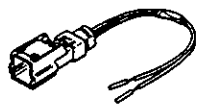




5. **After disconnecting the battery cable, wait 60 seconds or more before proceeding with the following work. The SRS system is designed to retain enough voltage to deploy the air bag for short time even after the battery has been disconnected, so serious injury may result from unintended air bag deployment if work is done on the SRS system immediately after the battery cables are disconnected.**
6. SRS components should not be subjected to heat over 93°C, so remove the SRS diagnosis unit, air bag module and clock spring before drying or baking the vehicles after painting.
   Recheck SRS system operability after re-installing the components.
7. Whenever you finish servicing the SRS, check the SRS warning lamp operation to make sure that the system functions properly.
8. Make certain that the ignition switch is OFF when the MUT-II is connected or disconnected.
9. If you have any questions about the SRS, please contact your local distributor.

NOTE
SERIOUS INJURY CAN RESULT FROM UNINTENDED AIR BAG DEPLOYMENT, SO USE ONLY THE PROCEDURES AND EQUIPMENT SPECIFIED IN THIS MANUAL.

SPECIAL TOOLS

Tool	Number	Name	Use
	MB991502	MUT-II sub assembly	• Reading diagnosis codes • Erasing diagnosis code • Reading trouble period • Reading erase times
Resistance (3Ω) 	MB991530	SRS Check Harness	Checking the SRS electrical circuitry
	MB686560	SRS air bag adapter harness A	• Deployment of air bag module inside the vehicle • Deployment of air bag module (passenger's side) outside the vehicle

TEST EQUIPMENT

Tool	Tool name	Use
	Digital multi-meter [Use a multi-meter for which the Maximum test current is 2 mA or less at the minimum range of resistance measurement]	Checking the SRS electrical circuitry with SRS Check Harness

TROUBLESHOOTING

INSPECTION CHART FOR DIAGNOSIS CODES

Code No.	Diagnosis item	Reference page
14	Analog G sensor system	–
15, 16	Safing impact sensor system	–
21, 22	Air bag module (Driver's side squib) system	52B-7
24, 25	Air bag module (Front passenger's side squib) system	52B-9
31, 32	DC-DC converter system	–
34*1	Connector lock system	–
35	SDU (air bag already deployed) system	–
41*2	IG1 (A) power supply system	52B-10
42*2	IG1 (B) power supply system	52B-11
43*2	SRS warning lamp drive circuit system (when warning lamp is OFF)	52B-13
44	SRS warning lamp drive circuit system (when warning lamp is ON)	–
45	Non-volatile memory (EEPROM) and A/D converter system	–
46	Analog collision determination circuit system	–
51, 52, 54, 55	Air bag module (squib ignition drive circuit) system	–

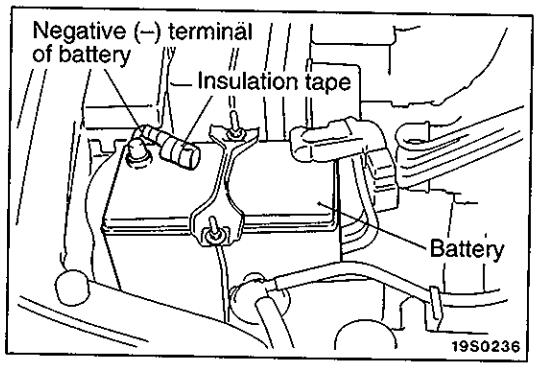
NOTE
(1) *1: When the normal state is restored for 1 ± 0.2 seconds, the diagnosis code is automatically erased and the SRS warning lamp goes out.
(2) *2: When the normal state is restored for 5 ± 0.2 seconds, the diagnosis code is automatically erased and the SRS warning lamp goes out.
(3) If the vehicle has a discharged battery, it will store the fault code 41 or 42. When this diagnosis code is displayed, check the battery.

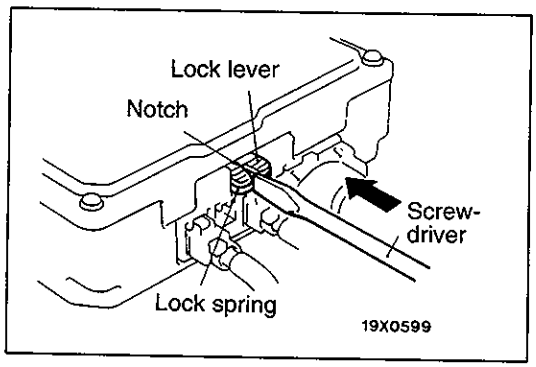
INSPECTION PROCEDURE FOR DIAGNOSIS CODES

Code No. 21, 22 Air bag module (Driver's side squib) system	Probable cause of trouble
[Explanation] These codes are output when the resistance value between the air bag module (squib) terminals in the SDU is out of the normal range. The probable causes of trouble associated with the respective code Nos. are as follows. <Refer to the chart 1.>	Defective clock spring
	Defective harness, connector
	Defective air bag module (driver's side squib)
	Defective SDU

CHART 1

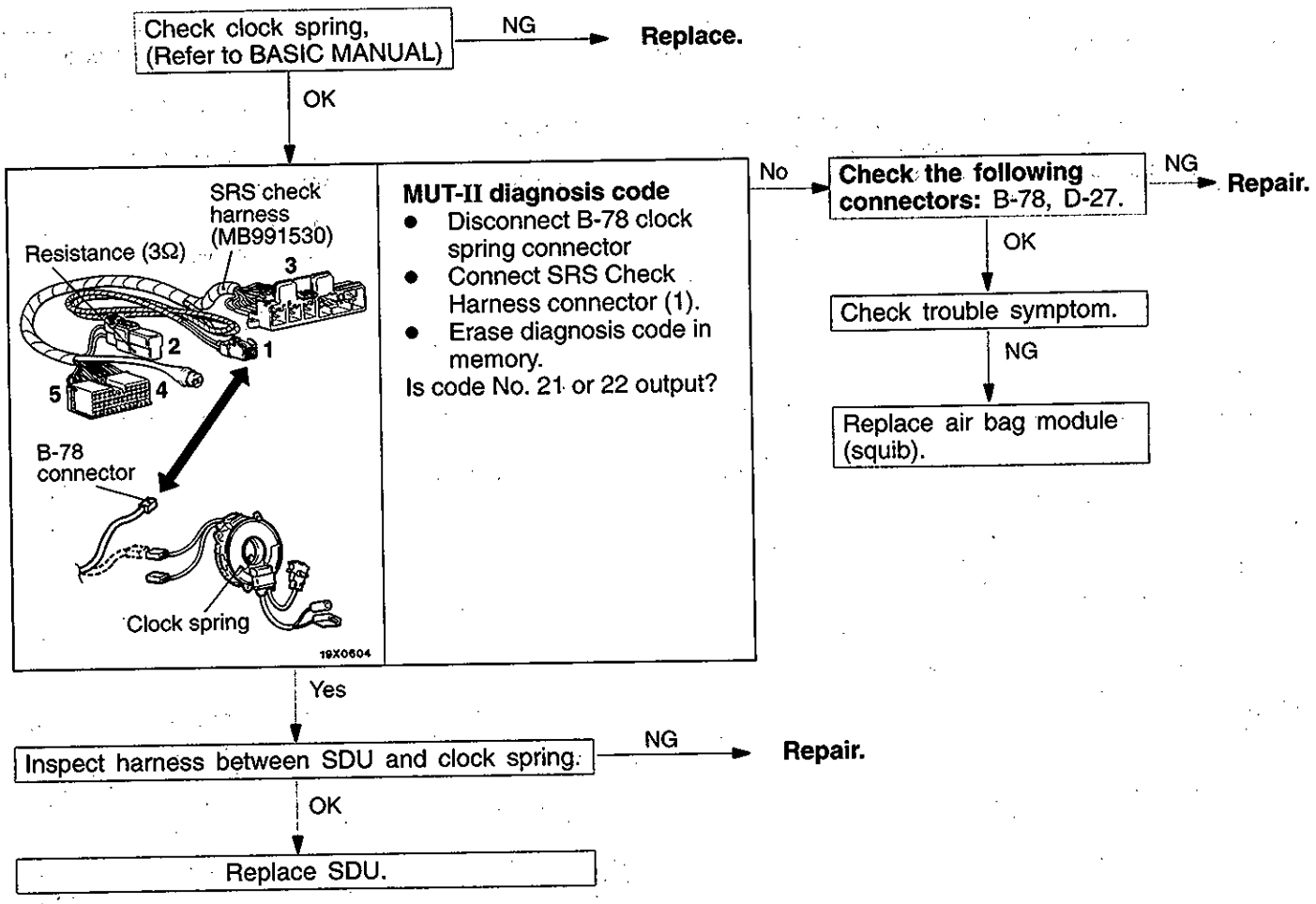
Code No.	Probable cause of trouble
21	• Air bag module (driver's side squib) or harness short-circuited • Clock spring short-circuited
22	• Air bag module (driver's side squib) or harness open-circuited • Clock spring open-circuited • Connector in loose contact





Caution

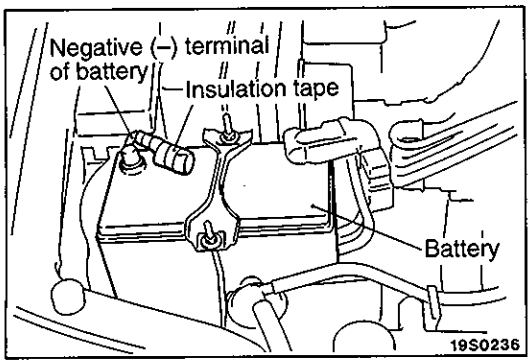
1. **After the ignition switch has been placed at the LOCK position and the negative (–) terminal of the battery has been disconnected, wait for more than 60 seconds before starting work. Wind a tape around the disconnected (–) terminal for insulation. (Refer to P.52B-4, No. 5)**
2. **Do not attempt to measure the air bag module (squib) circuit resistance. Use of a tester in measuring the circuit resistance will supply current to the squib, or erroneous deployment due to static electricity could cause serious injury.**
3. **To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.**



Code No. 24, 25 Air bag module (Front passenger's side squib) system	Probable cause of trouble
[Explanation] These codes are output when the resistance value between the air bag module (squib) terminals in the SDU is out of the normal range. The probable causes of trouble associated with the respective code Nos. are as follows. <Refer to the chart 1.>	Defective clock spring
	Defective harness, connector
	Defective air bag module (Front passenger's side squib)
	Defective SDU

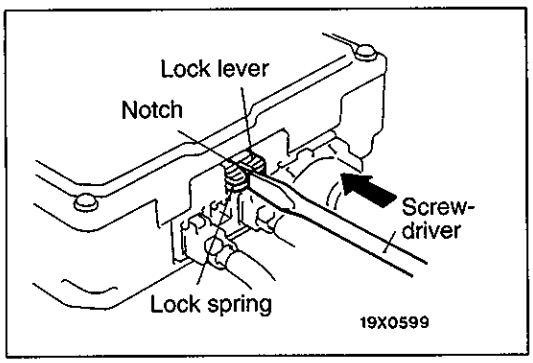
CHART 1

Code No.	Probable cause of trouble
24	• Air bag module (Front passenger's side squib) or harness short-circuited • Clock spring short-circuited
25	• Air bag module (Front passenger's side squib) or harness open-circuited • Clock spring open-circuited • Connector in loose contact

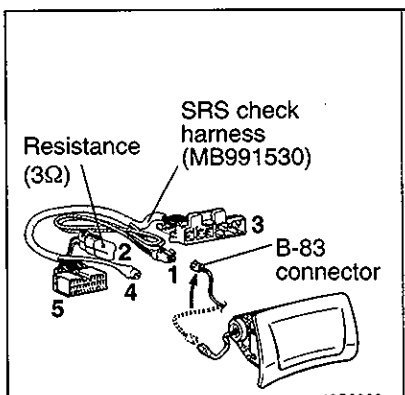


Caution

1. **After the ignition switch has been placed at the LOCK position and the negative (–) terminal of the battery has been disconnected, wait for more than 60 seconds before starting work. Wind a tape around the disconnected (–) terminal for insulation. (Refer to P.52B-4, No. 5)**
2. **Do not attempt to measure the air bag module (squib) circuit resistance. Use of a tester in measuring the circuit resistance will supply current to the squib, or erroneous deployment due to static electricity could cause serious injury.**



3. **To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.**



MUT-II diagnosis code

- Disconnect air bag module (front passenger's side) connector B-83.
- Connect SRS Check Harness connector (1).
- Erase diagnosis code memory.

Is code No. 24 or 25 output?

No → **Check the following connectors:** B-83, D-29. NG → **Repair.**

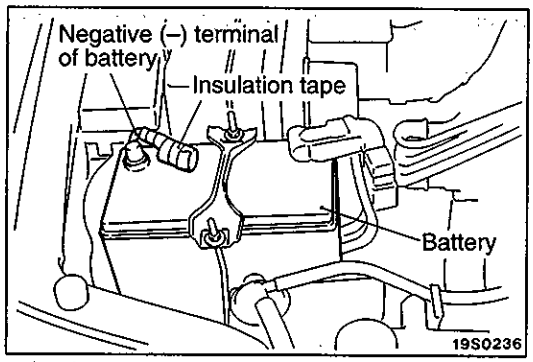
OK → Check trouble symptom.

NG → Replace the air bag module (front passenger's side squib).

Yes → Inspect harness between SDU and air bag module (front passenger's side). NG → **Repair.**

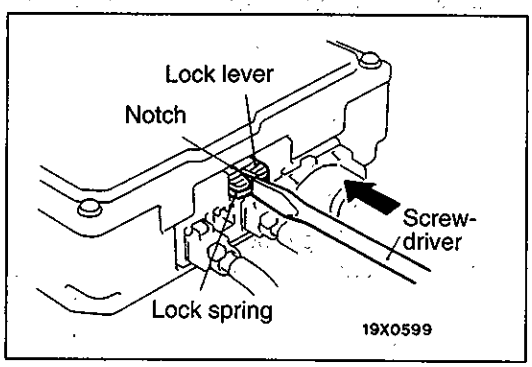
OK → Replace SDU.

Code No. 41 IG_1 (A) power supply circuit system	Probable cause of trouble
[Explanation] This code is output when the voltage between the IG_1 (A) terminal and earth continues to be lower than a predetermined value for five seconds. When the normal state is restored for a continuous period of 5 ± 0.2 second, code No. 41 is automatically cleared, and the SRS warning lamp goes out.	Defective harness, connector Defective SDU

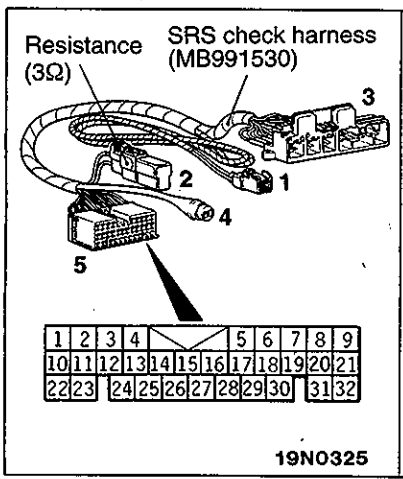


Caution

1. **After the ignition switch has been placed at the LOCK position and the negative (–) terminal of the battery has been disconnected, wait for more than 60 seconds before starting work. Wind a tape around the disconnected (–) terminal for insulation. (Refer to P.52B-4, No.5)**



2. **To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.**



Measure at SRS Check Harness connector (5).
- Disconnect D-26 SDU connector.
- Connect SRS Check Harness connector (3).
- Continuity between pin 19 and earth
- Continuity between pin 20 and earth

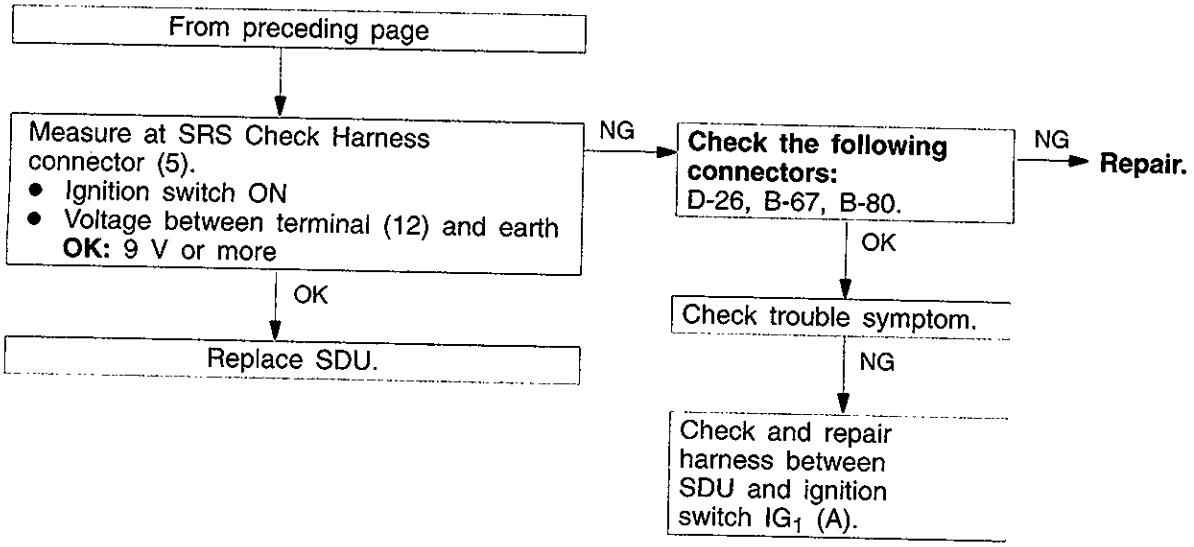
OK: If continuity is evident

NG → **Check the following connectors:** D-26, B-67, B-80. NG → **Repair.**

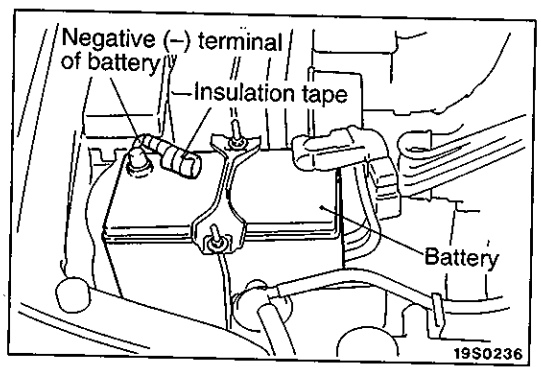
OK → Check trouble symptom.

NG → Check and repair harness between SDU and earth.

OK → To next page

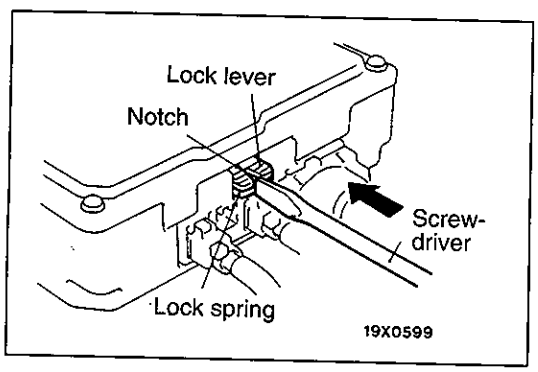


Code No. 42 IG_1 (B) power supply circuit	Probable cause of trouble
[Explanation] This code is output when the voltage between the IG_1 (B) terminal and earth continues to be lower than a predetermined value for five seconds. When the normal state is restored for a continuous period of 5 ± 0.2 seconds, code No. 42 is automatically cleared, and the SRS warning lamp goes out.	Defective harness, connector Defective SDU

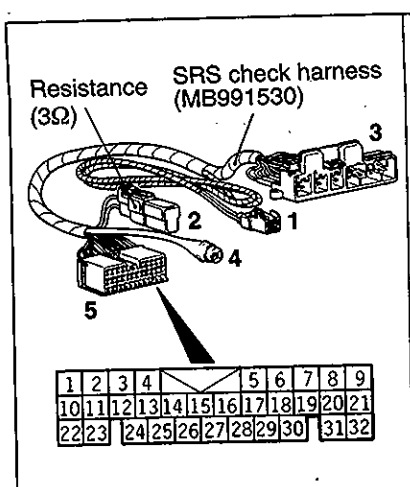


Caution

1. **After the ignition switch has been placed at the LOCK position and the negative (–) terminal of the battery has been disconnected, wait for more than 60 seconds before starting work. Wind a tape around the disconnected (–) terminal for insulation. (Refer to P.52B-4, No.5)**



2. **To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.**



Measure at SRS Check Harness connector (5).
- Disconnect D-26 SDU connector.
- Connect SRS Check Harness connector (3).
- Continuity between pin 19 and earth
- Continuity between pin 20 and earth

OK: If continuity is evident

NG → **Check the following connectors:** D-26, B-67, B-80. NG → **Repair.**

OK → Check trouble symptom.

NG → Check and repair harness between SDU and earth.

OK →

Measure at SRS Check Harness connector (5).
- Place ignition switch at ON.
- Voltage between pin 11 and earth

OK: 9 V or more

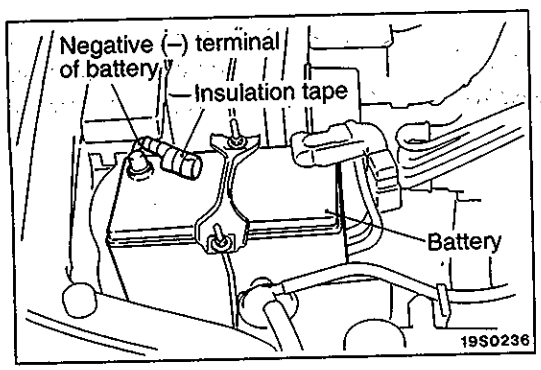
NG → **Check the following connectors:** D-26, B-67, B-80. NG → **Repair.**

OK → Check trouble symptom.

NG → Check and repair harness between SDU and ignition switch IG_1 (B).

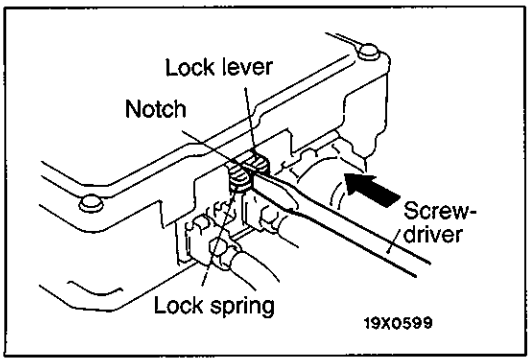
OK → Replace SDU.

Code No. 43 SRS warning lamp drive circuit system (when warning lamp is OFF)	Probable cause of trouble
[Explanation] The SDU monitors the SRS warning lamp drive circuit and outputs this code when the circuit has been open for five seconds because of break in the lamp or the harness, loose connection, etc. When the normal state is restored for a continuous period of 5 ± 0.2 seconds, code No. 43 is automatically erased, and the SRS warning lamp goes out.	Defective harness, connector Defective bulb Defective SDU Defective combination meter

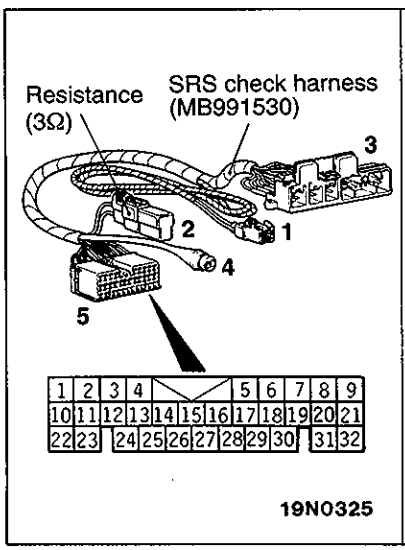


Caution

1. After the ignition switch has been placed at the LOCK position and the negative (–) terminal of the battery has been disconnected, wait for more than 60 seconds before starting work. Wind a tape around the disconnected (–) terminal for insulation. (Refer to P.52B-4, No.5)



2. To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.



Measure at SRS Check Harness connector (5).
- Disconnect D-26 SDU connector.
- Connect SRS Check Harness connector (3).
- Continuity between pin 19 and earth
- Continuity between pin 20 and earth

OK: If continuity is evident

NG → **Check the following connectors:** D-26, B-67, B-80. NG → **Repair.**

OK → Check trouble symptom.

NG → Check and repair harness between SDU and earth.

OK → Measure at SRS Check Harness connector (5).
- Place ignition switch at ON.
- Pin 13 and earth
  OK: Light ON
- Pin 14 and earth
  OK: Light ON

NG → Check for defective bulb. NG → **Repair.**

OK → **Check the following connectors:** B-10, B-08, B-66, B-67, D-26. NG → **Repair.**

OK → Check trouble symptom.

NG → Check and repair harness between SDU and ignition switch IG_1. NG → **Repair.**

OK → Replace combination meter.

OK → Replace SDU.

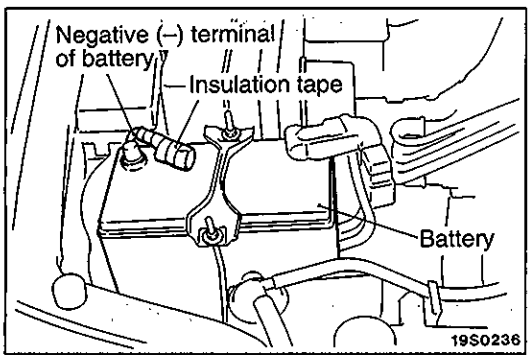
INSPECTION CHART FOR TROUBLE SYMPTOMS

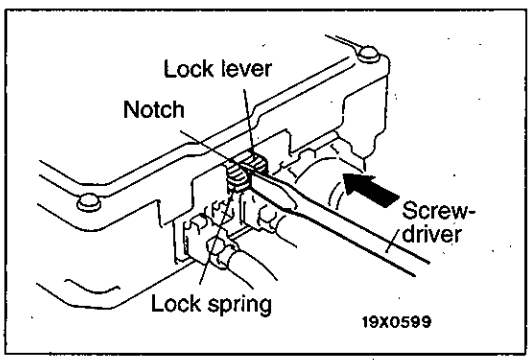
Trouble symptom		Inspection procedure No.	Reference page
No communications with MUT-II	No communications with all systems	1	–
	No communications with SRS only	2	52B-14
SRS warning lamp does not go out.		3	–

INSPECTION PROCEDURE FOR TROUBLE SYMPTOMS

INSPECTION PROCEDURE 2

No communications with MUT-II (No communications with SRS only)	Probable cause of trouble
[Explanation] An open circuit in the diagnosis output circuit or power supply circuit (including the earth) is suspected.	Defective harness, connector
	Defective SDU

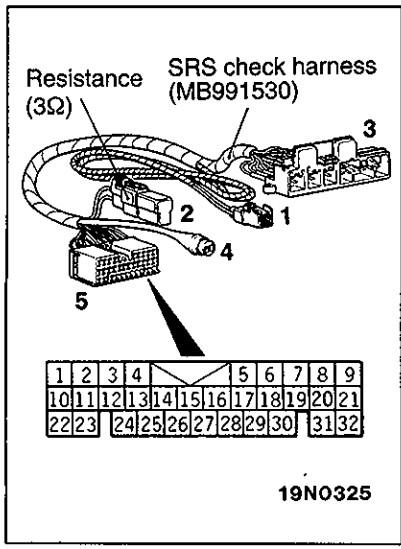




Caution

1. **After the ignition switch has been placed at the LOCK position and the negative (–) terminal of the battery has been disconnected, wait for more than 60 seconds before starting work. Wind a tape around the disconnected (–) terminal for insulation. (Refer to P.52B-4, No.5)**

2. **To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.**



Measure at SRS Check Harness connector (5).
- Disconnect D-26 SDU connector.
- Connect SRS Check Harness connector (3).
- Continuity between pin 19 and earth
- Continuity between pin 20 and earth

OK: If continuity is evident

NG → **Check the following connectors:** D-26, B-67, B-80. NG → **Repair.**

OK → Check trouble symptom.

NG → Check and repair harness between SDU and earth.

OK → Measure at SRS Check Harness connector (5).
- Disconnect D-26 SDU connector.
- Connect SRS Check Harness connector (3).
- Voltage between pin 11 and earth
  OK: 9 V or more
- Voltage between pin 12 and earth
  OK: 9 V or more

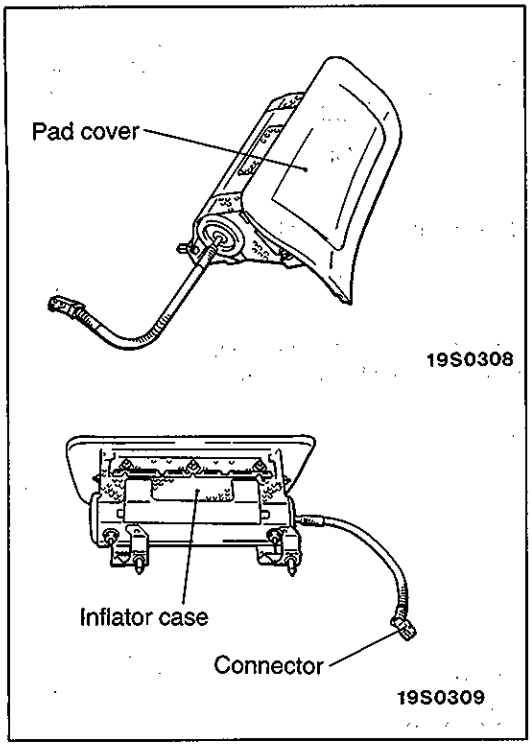
NG → **Check the following connectors:** D-26, B-67, B-78 NG → **Repair.**

OK → Check trouble symptom.

NG → Check and repair harness between SDU and ignition switch IG_1 (A) or IG_1 (B).

OK → Check harness between SDU and diagnosis connector. NG → **Repair.**

OK → Replace SDU.



SRS MAINTENANCE

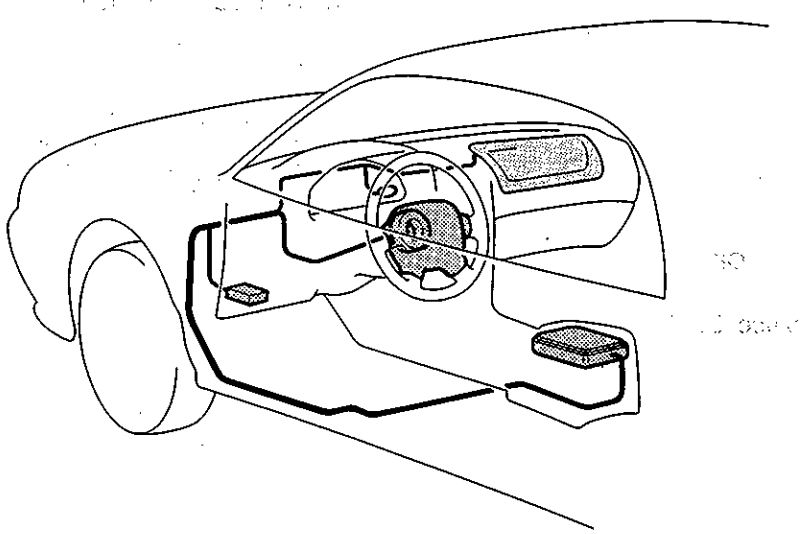
SRS COMPONENTS VISUAL CHECK

AIR BAG MODULE <Front passenger's side>

1. Remove the air bag module. (Refer to P.52B-18.)

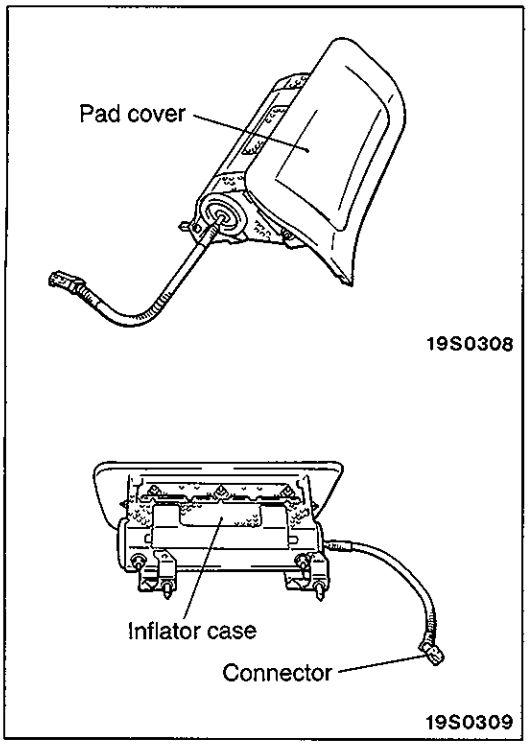
   Caution
   The removed air bag module should be stored in a clean, dry place with the pad cover face up.
2. Check pad cover for dents, cracks or deformities.
3. Check connector for damage, terminals deformities, and harness for binds.
4. Check air bag inflator case for dents, cracks or deformities.

BODY WIRING HARNESS



1. Check connector for poor connection.
2. Check harnesses for binds, connectors for damage, and terminals for deformities.
   REPLACE ANY CONNECTORS OR HARNESS THAT FAIL THE VISUAL INSPECTION.
   (Refer to P.52B-3.)

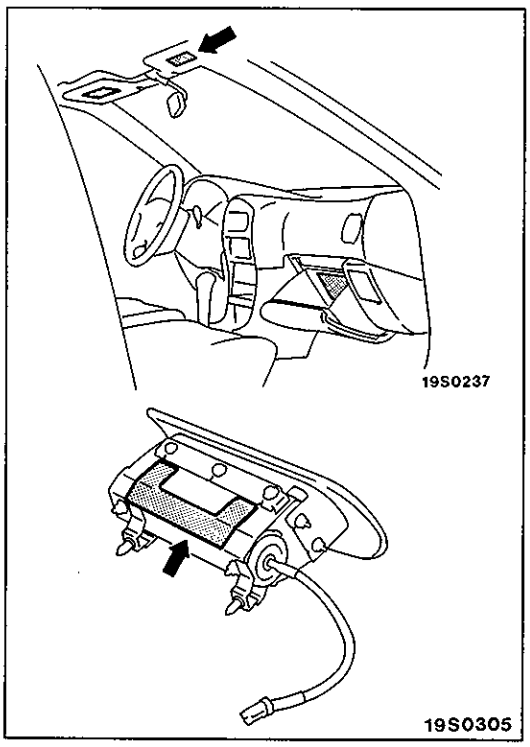
   Caution
   The SRS may not activate if SRS harness or connectors are damaged or improperly connected, which could result in serious injury or death to the vehicle's driver or front passenger.



POST-COLLISION DIAGNOSIS

AIR BAG MODULE <Front passenger's side>

1. Check pad cover for dents, cracks or deformities.
2. Check connector for damage, terminals deformities, and harness for binds.
3. Check air bag inflator case for dents, cracks or deformities.

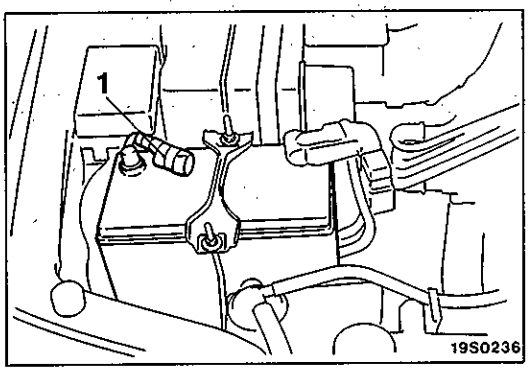


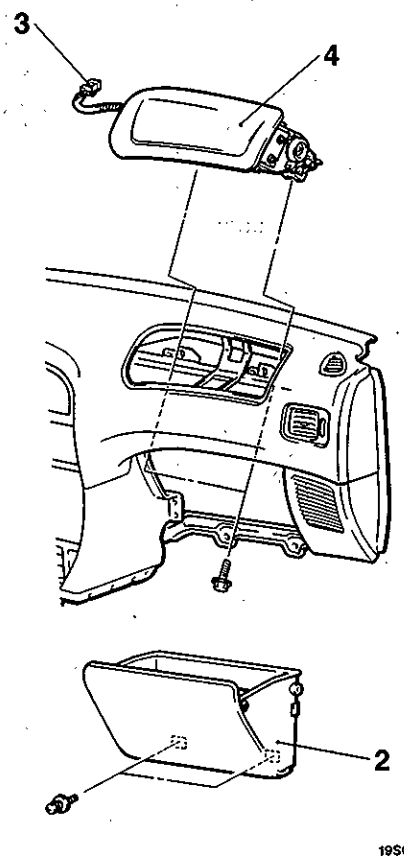
WARNING/CAUTION LABELS

The labels indicated by arrows have been added.

AIR BAG MODULE <Front passenger's side>

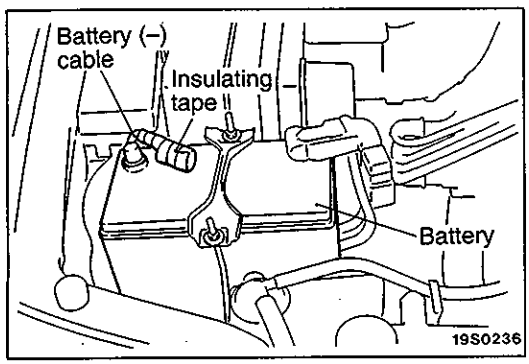
REMOVAL AND INSTALLATION

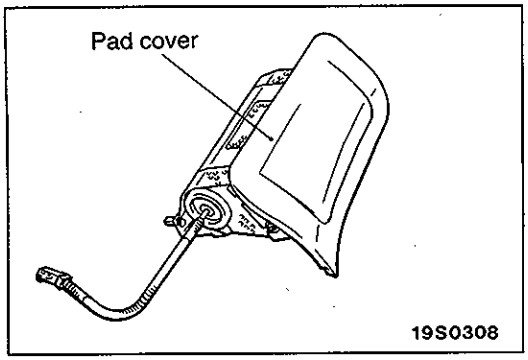




Removal steps

◀A▶ 1. Connection for the negative (–) battery cable
2. Glove box
3. Air bag module and body wiring harness connection
◀B▶ 4. Air bag module
▶A◀ • Pre-installation inspection





REMOVAL SERVICE POINTS

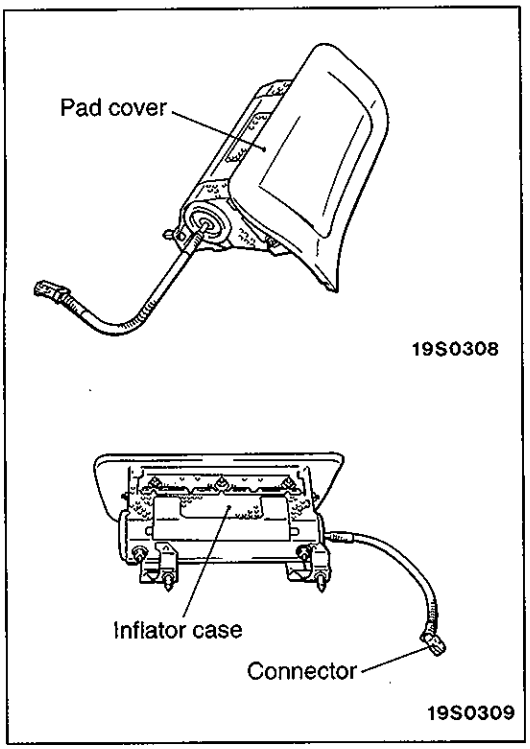
◀A▶ NEGATIVE (–) BATTERY CABLE DISCONNECTION

Disconnect the negative battery cable and tape the terminal.

Caution
Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-4.)

◀B▶ AIR BAG MODULE REMOVAL

Caution
The removed air bag module should be stored in a clean, dry place with the pad cover face up.



INSPECTION

AIR BAG MODULE

If any improper part is found during the following inspection, replace the air bag module with a new one.
Dispose of the old one according to the specified procedure. (Refer to P.52B-20.)

Caution
Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.

(1) Check pad cover for dents, cracks or deformities.
(2) Check the air bag module for denting, cracking or deformation.
(3) Check connectors for damage, terminals for deformities, and harness for binds.
(4) Check air bag inflator case for dents, cracks or deformities.

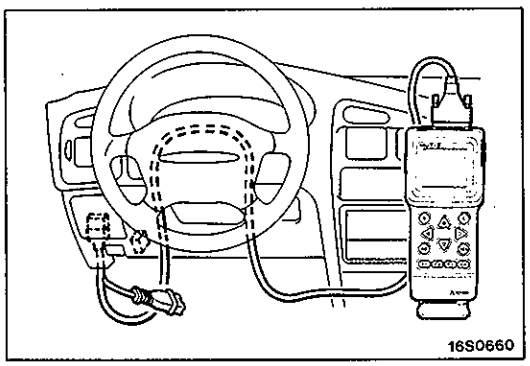
INSTALLATION SERVICE POINT

▶A◀ PRE-INSTALLATION INSPECTION

(1) When installing new air bag module, refer to "INSPECTION".

Caution
Dispose of an bag module only according to the specified procedure. (Refer to P.52B-20.)

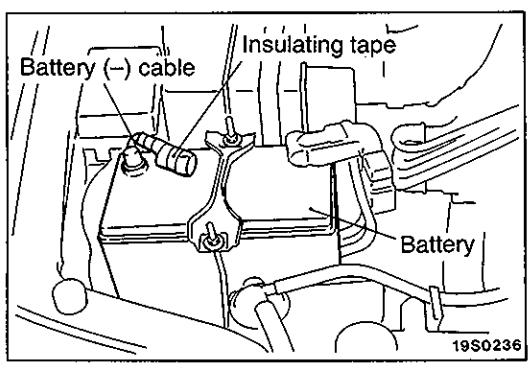
(2) Connect the battery (–) terminal.



(3) Connect the MUT-II to the diagnosis connector located at the right side of the junction block.

Caution
Make certain that the ignition switch is OFF when the MUT-II is connected or disconnected.

(4) Turn the ignition key to the "ON" position.
(5) Conduct self-diagnosis using the MUT-II to ensure entire SRS operates properly, except open circuit of front passenger's side air bag module (Diagnosis code No. 25). (Refer to P.52B-9.)



(6) Turn the ignition key to the "LOCK" position, disconnect the negative battery cable and tape the terminal.

Caution
Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-4.)

AIR BAG MODULE DISPOSAL PROCEDURES

Before either disposing of a vehicle equipped with an air bag, or prior to disposing of the air bag module, be sure to first follow the procedures described below to and deploy the air bag.

UNDEPLOYED AIR BAG MODULE DISPOSAL

Caution

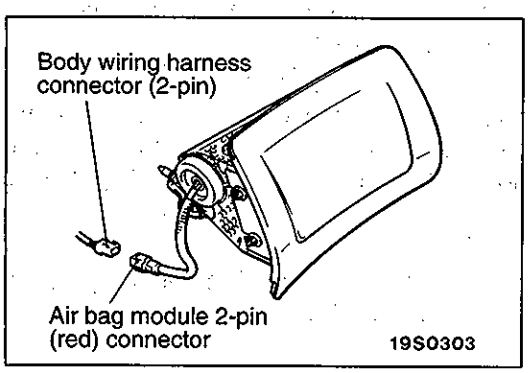
1. **If the vehicle is to be scrapped, or otherwise disposed of, deploy the air bag inside the vehicle.**
   If the vehicle will continue to be operated and only the air bag module is to be disposed of, deploy the air bag outside the vehicle.
2. **Since a large amount of smoke is produced when the air bag is deployed, select a well-ventilated site.**
   Moreover, never attempt the test near a smoke sensor.
3. **Since there is a loud noise when the air bag is deployed, avoid residental areas whenever possible. If anyone is nearby, give warning of the impending noise.**
4. **Suitable ear protection should be worn by personnel performing these procedures or by people in the immediate area.**

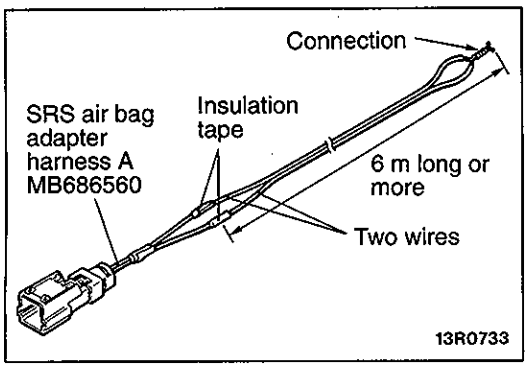
DEPLOYMENT INSIDE THE VEHICLE (when disposing a vehicle)

(1) Open all windows and doors of the vehicle. Move the vehicle to an isolated spot.
(2) Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

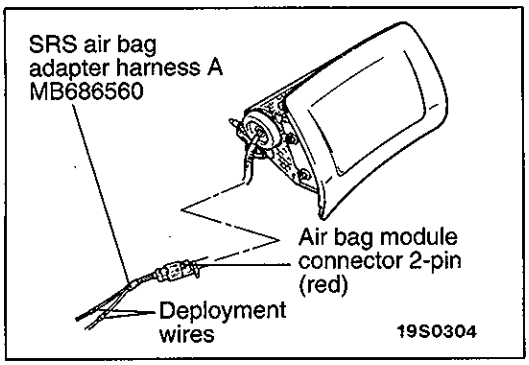
Caution
Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-4.)

(3) Remove the glove box. (Refer to P.52B-18.)
(4) Remove the connection between the air bag module (front passenger's side) connector (red 2-pin) and the body wiring harness connector.

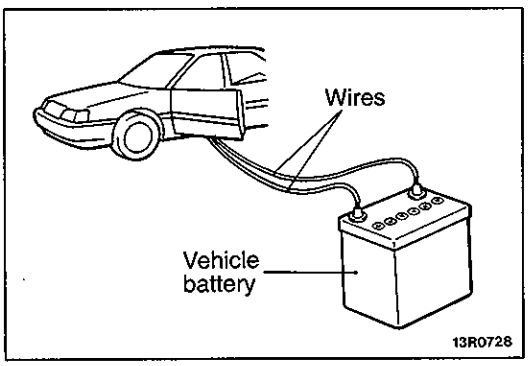




(5) Connect two wires, each six meters long or more, to the two leads of SRS air bag adapter harness A and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.



(6) Connect the air bag module (front passenger's side) 2-pin connector (red) to SRS air bag adapter harness A and pass the deployment wires out of the vehicles.



(7) At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (removed from the vehicle) to deploy the air bag.

Caution

1. **Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.**
2. **The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it.**
   Although not poisonous, do not inhale gas from air bag deployment.
   See the Deployed Air Bag Module Disposal Procedures (P.52B-23) for post-deployment handling instructions.
3. **If the air bag module fails to deploy when the procedures above are followed, do not go near the module. Contact your local distributor.**

(8) Dispose of the air bag module after deployment according to the Deployed Air Bag Module Disposal Procedures. (Refer to P.52B-23.)

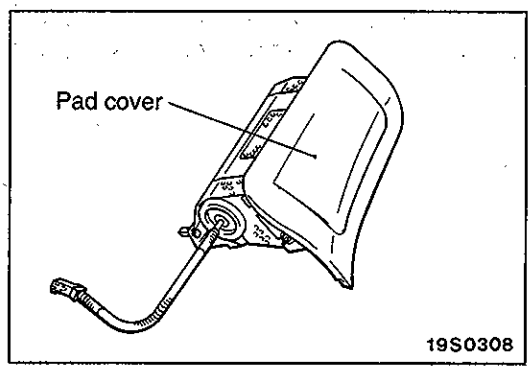
DEPLOYMENT OUTSIDE THE VEHICLE

Caution

1. **Should be carried out in a wide, flat area at least 6 m away from obstacles and other people.**
2. **Do not perform deployment outside, if a strong wind is blowing, and if there is even a slight breeze, the air bag module should be placed and deployed downwind from the battery.**

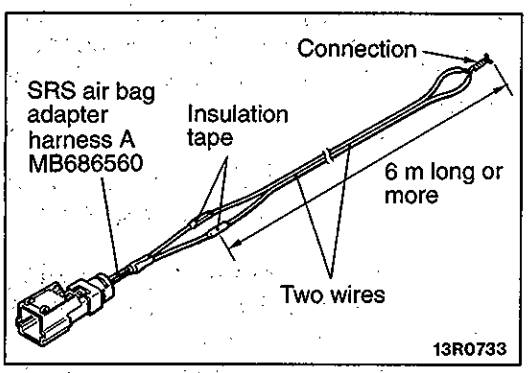
(1) Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

Caution
Wait at least 60 seconds after disconnecting the battery cables before doing any further work. (Refer to P.52B-4.)

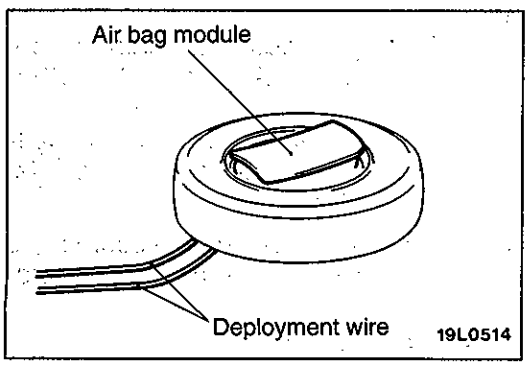


(2) Remove the air bag module from the vehicle. (Refer to P.52B-18.)

Caution
The air bag module should be stored on a flat surface and placed so that the pad cover face up. Do not place anything on top of it.



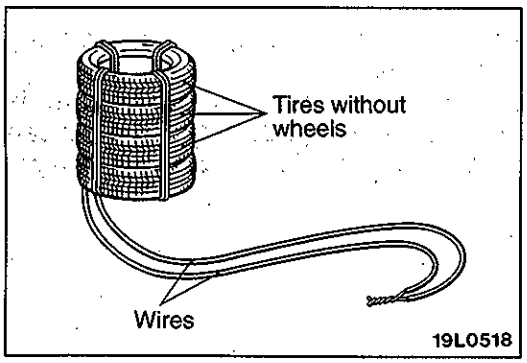
(3) Connect two wires, each six meters long or more, to the two leads of SRS air bag adapter harness A, and cover the connections with insulation tape. The other ends of the two wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag.



(4) Pass the deployment wires beneath the tyre, and wheel assembly, and connect the SRS air bag adapter harness A connector to the air bag module.

(5) Pass the thick wires into the hole of the air bag module bracket, and secure it to the wheel of the old tyre with wheel (4 locations), with the air bag facing upwards.

Caution
1. **Leave some space below the wheel for the deployment wires.**
   If there is no space, the reaction of the air bag deployment could result in damage of the adapter harness.
2. **While deployment takes place, do not have the connector of the SRS air bag adapter harness A inserted between the tires.**



(6) Place three old tires with no wheels on top of the tire secured to the air bag module, and secure all tires with ropes (4 locations).

(7) At a location as far away from the air bag module as possible, and from a shielded position, if possible, disconnect the two connected wires from each other and connect them to the two terminals of the battery (removed from the vehicle) to deploy the air bag.

Caution

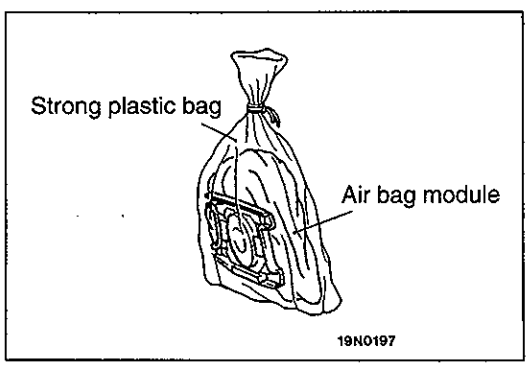
1. **Before deployment, check carefully to be sure that no one is nearby.**
2. **The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it.**
   Although not posonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module Disposal Procedures for post-deployment handling instructions.
3. **If the air bag module fails to deploy when the procedures above are followed, do not go near the module. Contact your local distributor.**

(8) Dispose of the air bag module after deployment according to the Deployed Air Bag Module Disposal Procedures.

DEPLOYED AIR BAG MODULE DISPOSAL PROCEDURES

After deployment, the air bag module should be disposed of in the same manner as any other scrap parts, except that the following points should be carefully noted during disposal.

(1) The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it.
(2) Do not put water or oil on the air bag after deployment.
(3) There may be, adhered to the deployed air bag module, material that could irritate the eyes and/or skin, so wear gloves and safety glasses when handling a deployed air bag module. IF DESPITE THESE PRECAUTIONS, THE MATERIAL DOES GET INTO THE EYES OR ON THE SKIN, IMMEDIATELY RINSE THE AFFECTED AREA WITH A LARGE AMOUNT OF CLEAN WATER.
IF ANY IRRITATION DEVELOPS, SEEK MEDICAL ATTENTION.



(4) Tightly seal the air bag module in a strong plastic bag for disposal.
(5) Be sure to always wash your hands after completing this operation.