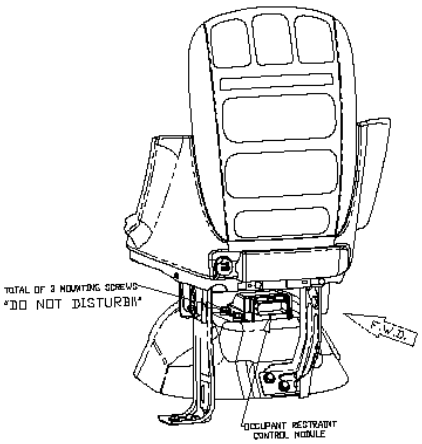
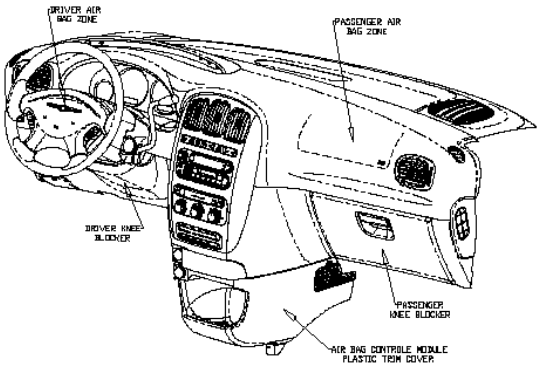
NEXT GENERATION MULTI-STAGE DRIVER AND FRONT PASSENGER AIRBAG* SYSTEM





The front restraint system is comprised of the following:
— multi-stage driver airbag
— multi-stage front passenger airbag
— driver seat belt pretensioner
— front passenger seat belt pretensioner
— driver seat belt buckle switch
— driver constant force seatbelt retractor
— front passenger constant force seatbelt retractor
— occupant restraint controller (ORC)
— front airbag system wiring
— system readiness lamp

OCCUPANT RESTRAINT SYSTEM VERIFICATION

After modification work is complete, the modifier must con-firm the occupant restraint system readiness, as follows:

— Turn the ignition key on. The airbag lamp in the instrument cluster will illuminate for six to eight seconds, and then turn off. If the airbag lamp fails to illuminate, cycles on and off, or does not turn off, the modifier must have the condition corrected by a DaimlerChrysler Corporation dealership before shipping.

OCCUPANT RESTRAINT CONTROLLER (ORC)

The front airbag control module is located under the instrument panel on the floor sheet metal and is surrounded by a plastic trim cover. Care must be taken not to disturb this controller for any reason. It is also important that no modifications are made in this area, as this may affect the performance of the front airbag system.

— DO NOT modify, remove, or relocate the ORC or wiring.
— DO NOT disturb the 3 screws used to mount the ORC to the vehicle.
— DO NOT route wiring or other components in the area surrounding the ORC.
— DO NOT place anything in contact with the ORC.

FRONT RESTRAINT SYSTEM WIRING

All front restraint system wiring must remain intact and may not be used for any other purpose. This also includes the driver and front passenger seat wiring. Any electrical connector that is yellow is part of the restraint system and should not be modified or used for other purposes.

CONSTANT FORCE RETRACTORS

The driver and front passenger constant force retractors incorporate an advanced technology to limit peak force levels to an occupant torso in a severe event. Any modification, removal or relocation to the constant force retractors may be detrimental to the occupant restraint system and is prohibited.

KNEE BLOCKER/LOWER STEERING COLUMN COVER AND PASSENGER SIDE OF LOWER INSTRUMENT PANEL

The lower steering column cover area and glove box, also known as “knee blockers,” are integral parts of the airbag restraint system. These areas include energy-absorbing features and must not be removed or modified in any manner, including the attachment of any auxiliary switches or parts.

*Certified to the Federal Regulations that allow less forceful front airbags. Always use seat belts. Children 12 and under should always be in a back seat correctly using an infant or child restraint system, or a seatbelt that is right for their age and size.

STEERING COLUMN

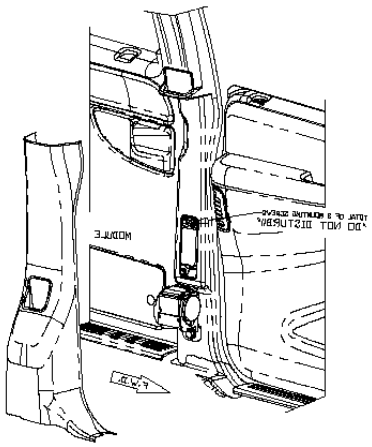
In order for the steering column to perform properly, it must not be modified in any manner. This includes all componentry which is adjacent to or attached to the steering column, such as the steering wheel, the shrouds, and the upper and lower support bracketry. Caution must also be exercised to ensure that nothing is placed in the axial path of the steering column, nor that any of the designed clearance gaps are disturbed.

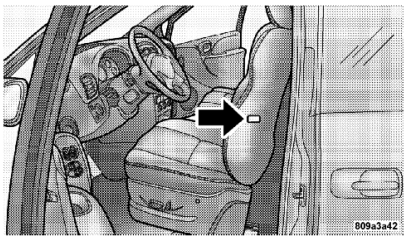
Occupant Restraint System Information
MiniVan/Cargo Van

FRONT BUMPER SYSTEM
If the front bumper and bumper mounting system are removed temporarily, the front bumper and bumper mounting system must be reinstalled in accordance with the instructions provided in the current minivan service manual. The front bumper and bumper mounting system cannot be replaced with parts other than OEM. The crash sensing of the front airbag systems is tuned, in part, to the front bumper. The original front bumper system (beam, brackets and fascia) must be retained. No modifications, deletions or additions to the bumper (i.e. bumper-mounted bicycle racks, etc) are permitted.

VEHICLE MODIFICATIONS
It is imperative that all front restraint system components remain in their original location and orientation. Any modification, removal, or relocation of components such as the front airbag control module, or the instrument panel wiring may be detrimental to the front airbag system performance and is prohibited. This includes the front seat belt buckle switches, seat belt pretensioners and seatbelt retractors. Any vehicle modifications that may affect the deployment characteristics of the front or side airbag systems should be verified through vehicle calibration/impact testing.

OPTIONAL SUPPLEMENTAL SIDE AIRBAG* SYSTEMS





The supplemental side airbags are located in the driver and front passenger seat backs; however the side airbag control modules are located in the right and left B-pillars.

The supplemental side airbag system is comprised of the following:
— side airbags (in driver and front passenger seat backs)
— side airbag control modules
— side airbag wiring
— system readiness lamp
Vehicles equipped with the supplemental side airbag system can be identified by **ANY** of the following:
— “SRS AIRBAG” (Supplemental Restraint System) embossed on the outboard face of the front seat backs
— Warning label on the rear face of the front doors above the latch
— The third character in the VIN is “8”
— Monroney label

OCCUPANT RESTRAINT SYSTEM VERIFICATION
After modification work is complete, the modifier must con-firm the occupant restraint system readiness, as follows:
— Turn the ignition key on. The airbag lamp in the instrument cluster will illuminate for six to eight seconds, and then turn off. If the airbag lamp fails to illuminate, cycles on and off, or does not turn off, the modifier must have the condition corrected by a DaimlerChrysler Corporation dealership before shipping.

*Always use seat belts. Children 12 and under should always be in a back seat correctly using an infant or child restraint system, or a seatbelt that is right for their age and size.

Occupant Restraint System Information

MiniVan/Cargo Van

SUPPLEMENTAL SIDE AIRBAG CONTROL MODULES

The supplemental side airbag control modules are located in the right and left B-pillars and are covered by the lower B-pillar plastic trim. Care must be taken not to disturb these control modules for any reason. It is also important that no modifications are made to the B-pillar sheet metal and that the plastic insert inside the B-pillar remains intact, as this may affect the performance of the supplemental side airbag system.

— DO NOT modify, remove, or relocate the supplemental side airbag control module or wiring

— DO NOT disturb the 3 screws used to mount the supplemental side airbag control modules to the vehicle.

— DO NOT route wiring or other components in the areas surrounding the supplemental side airbag control modules.

— DO NOT place anything in contact with the supplemental side airbag control modules.

SUPPLEMENTAL SIDE AIRBAG WIRING

All supplemental side airbag wiring must remain intact and may not be used for any other purpose. This also includes the driver and front passenger seat wiring. Any electrical connector that is yellow is part of the restraint system and should not be modified or used for other purposes.

VEHICLE MODIFICATIONS

It is imperative that all supplemental side airbag system components remain in their original location and orientation. Any modification, removal, or relocation of components such as the side airbag control module, B-pillar sheet metal, sill area sheet metal, or seat wiring may be detrimental to the supplemental side airbag system performance and is prohibited.

The side crash sensing in the supplemental side airbag sys-tem is tuned to the factory bodyside configuration. Modification to the side of the vehicle including side lifts / hoists, running boards, swing out steps, or other accessories may be detrimental to the available supplemental side airbag system performance and is prohibited.

Any vehicle modifications that may affect the deployment characteristics of the front or side airbag systems should be verified through vehicle calibration/impact testing.

DRIVER AND FRONT PASSENGER SEATS

The supplemental side airbag system is designed to deploy through the material on the side of the front seat backs. Therefore:

— DO NOT change or modify the seat material

— DO NOT install accessory seat covers on the front seats

— DO NOT install any cargo organizers or any accessory onto the front seats

— DO NOT change or modify the front door trim panels

— DO NOT place objects between the occupant and side airbag including the door trim panels

SEATBELT SYSTEMS

The seatbelt system is comprised of the following:

— driver constant force retractor
— front passenger constant force retractor
— driver pretensioner buckle assembly
— front passenger pretensioner buckle assembly
— driver seatbelt buckle switch
— seatbelt retractor assemblies
— adjustable turning loops
— seatbelt wiring
— system readiness lamp

OCCUPANT RESTRAINT SYSTEM VERIFICATION

After modification work is complete, the modifier must confirm the occupant restraint system readiness, as follows:

— Turn the ignition key on. The airbag lamp in the instrument cluster will illuminate for six to eight seconds, and then turn off. If the airbag lamp fails to illuminate, cycles on and off, or does not turn off, the modifier must have the condition corrected by a DaimlerChrysler Corporation dealership before shipping.

SEATBELT WIRING

All seatbelt wiring must remain intact and may not be used for any other purpose. This also includes the driver and front passenger
seat wiring. Any electrical connector that is yellow is part of the restraint system and should not be modified or used for other purposes.

VEHICLE MODIFICATIONS

It is imperative that all seat belt components, including pretensioners and constant force retractors, remain in their original location and orientation. Any modification, removal, or relocation of components such as the pretensioners, retractors or the adjustable turning loops, may be detrimental to the occupant restraint system and is prohibited. Any vehicle modifications that may affect the deployment characteristics of the front or side airbag systems should be verified through vehicle calibration/impact testing.