



SCAN TOOL POSITION STATEMENT

FCA vehicles, systems and components are engineered, tested and manufactured to help protect vehicle occupants. They are engineered based upon both government mandated and internal corporate requirements relative to Durability, Noise Vibration & Harshness (NVH) and Vehicle Safety. Use of the Mopar® *wiTECH vehicle diagnostic tester ("Mopar Scan Tool") is an important part of FCA vehicle service and maintenance. This tool contains software that aftermarket tools may not contain and can assess whether any of an FCA's vehicle's safety and security systems contain active or stored Diagnostic Trouble Codes (DTCs).

Safety and security related systems such as anti-lock brakes, Supplemental Restraint Systems (SRS) (airbags), Occupant Restraint Controller (ORC), seat belts, active head restraints, forward facing camera and radar, blind spot monitoring and other automated electronic driver assistance systems MUST be tested for fault codes (DTCs) that could possibly be active (current) or stored following a collision. Use of the Mopar *wiTECH vehicle diagnostic tester (scan tool) is necessary before and after collision repair.

ANY of the following conditions could trigger DTCs prior to or during collision repairs which could result in improper vehicle performance:

- Vehicle is involved in an accident or collision, even though the damage may appear minor.
- Vehicles have been in an accident with or without airbag deployment.
- Voltage loss, including battery disconnects and Hybrid battery disabling.
- Significant vehicle disassembly including, but not limited to, bumpers, door handles, headlamps and mirrors.
- Interior trim repair or removal.
- Glass removal and replacement operations.

Any repairs performed without using Mopar Parts, and not following published repair guidelines and procedures may expose current or future vehicle owners and occupants to unnecessary risk. If faults were stored in the DTC memory for any safety or security systems, then these systems MUST be serviced according to the repair procedures in Service Information. After performing repairs, re-check the system to determine if any active or stored DTCs remain; if so, take appropriate service action to ensure proper function.

SRS AIRBAG SQUIB STATUS

Multistage airbags with multiple initiators (squibs) MUST be checked to determine that all squibs were used during the deployment event. The Driver Airbag (DAB) and Passenger Airbag (PAB), are deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the driver or passenger squib circuits (up to 3) to the initiators in the airbag inflators. Typically, all initiators are exhausted and all potentially hazardous chemicals are burned during an airbag deployment event.

However, it is possible for only one initiator to be exhausted; therefore, you MUST always confirm that all initiators have been cycled, in order to minimize the risk of improper handling or disposal of potentially live pyrotechnic or hazardous materials. This procedure should be performed using the Mopar wiTECH diagnostic scan tool to verify the status of all airbag squibs, prior to removing deployed airbags from the vehicle for disposal.

This statement supersedes any previously released information by FCA US LLC.

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