

# G0W Prius Front Passenger Air Bag Return Shipping Instructions







**NOTICE:**

**These instructions are for the G0W Front Passenger Air Bag Campaign only!**

**Do not use these instructions for any other air bag return program.**

**NOTE:** As the shipper, you are responsible for proper packing and labeling on each air bag assembly being shipped. The person packaging the air bag assemblies must have received hazardous material training per 49CFR §172.702 and §172.704, and the training records must be on file at your dealership. The US Department of Transportation will impose substantial fines and/or penalties on the shipper if either packaging, labeling or documentation is not properly prepared and a customer copy of bill of lading form is not kept on file for a minimum of 2 years.

**IMPORTANT:** Do not deploy any air bag assemblies. Return the used air bag assemblies according to the instructions below. The person packing the used inflator/air bag assemblies must read and follow the provided instructions.

Old air bag	Steel Case	Polyurethane	Cardboard box
			

## Repacking the old airbag



a) Place the polyurethane in the center of the steel case.



b) Place the old air bag in the center of the case.

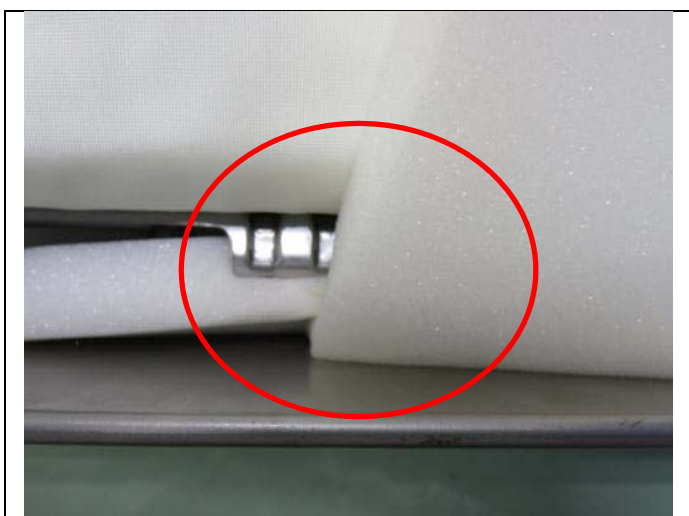


c) Fold over the urethane as shown and tuck the urethane between the air bag and the case.

# G0W Prius Front Passenger Air Bag Return Shipping Instructions



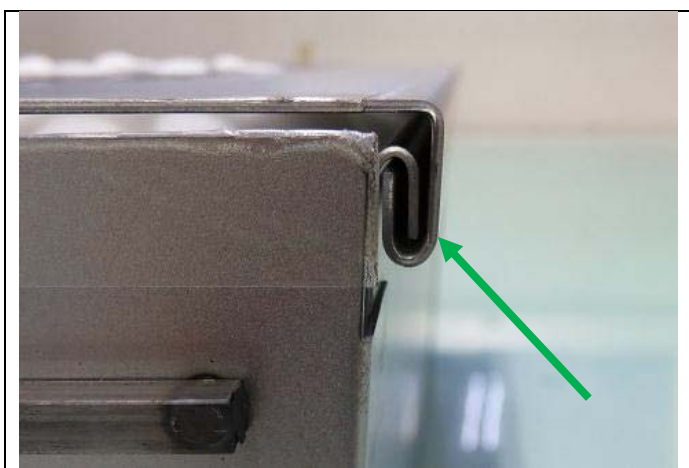
d) Repeat on the other side.



**NOTE:** To allow the lid to close properly ensure that the urethane is tucked between the airbag and the case. Ensure to tuck the urethane all the way around the airbag to avoid contact with the case.



e) Slide the lid onto the case and ensure the lid engages the flange.



**NOTE:** Ensure that the lid fully engages the case flange on both sides.



f) Place the steel case into the cardboard box.

# GOW Prius Front Passenger Air Bag Return Shipping Instructions



g) Close the box with tape.

**NOTE: Store the old airbag in a cool and secure place until pickup can be arranged.**

## **Compliance Checks on Box**

- Confirm UN Identification Number and the Proper Ship Name are legible and not covered.
- Confirm that Class 9 hazard label is not damaged or covered.
- Make sure that the “Up Arrows” are pointed in the correct direction and the box is not upside down.
- Do not cover the “Up Arrows” or “Handle with Care” markings.
- Do not cover UN Package specification markings.



## **Scheduling Package Pick Up:**

- When an air bag module needs to be returned, contact TG Missouri via email address below to begin the return process.

[ImportReturns@toyodagosei.com](mailto:ImportReturns@toyodagosei.com)

- TG Missouri will need the following information upon initial contact:
  - Dealer name
  - Dealer address
  - Dealer contact information including email
  - Box and piece quantity to be returned

### **Contact Information:**

If you have a question, need escalation for your shipping request or need to discuss an issue with a TG Missouri representative, please use contact below:

Tanya Wilson (573) 547-1041 Ext. 5296

TG Missouri will contact Fed Ex to schedule the pick up at the dealer. All necessary shipping documents will have all fields prepopulated and ready for the dealer to print out. TG Missouri will email the following shipping documents to the dealer:

- Fed Ex Shipping Label
- DDG Form (Declaration of Dangerous Goods). You will need to make 3 copies of the DDG Form in color.
- MSDS Form

Dealers will need to print the documents and fix them to each package as per labeling instructions on the next page.

# GOW Prius Front Passenger Air Bag Return Shipping Instructions

## Package Labeling:

Dealer will need to print documents and fix to each package.

Examples of the 3 documents are shown to the right.

MSDS and Declaration of Dangerous Goods (DDG) forms must be placed together and fixed to the package in one of the two following methods:

- Placed in a sealed clear pouch with the DDG form facing out (3 copies in color).
- Folded and clear taped to the box with the DDG form facing out.

The MSDS does not need to be visible on the outside of the package, only present with the Declaration of Dangerous Goods.

Shipping label must be clear taped to the package next to the DDG and MSDS forms as shown in photo to the right.

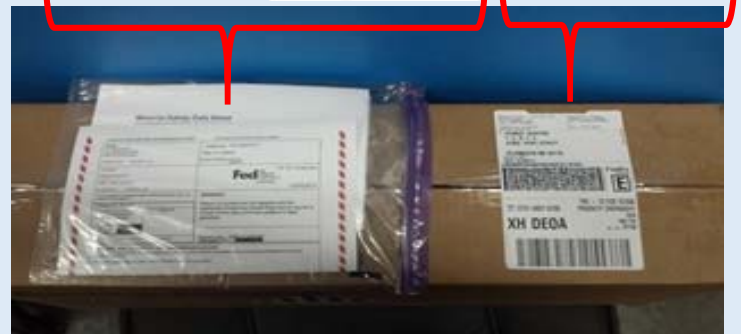
Declaration of  
Dangerous  
Goods 3 copies



MSDS Sheet


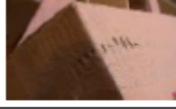














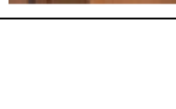

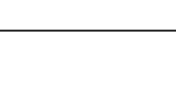





Fed Ex Shipping  
Label





# GOW Prius Front Passenger Air Bag Return Shipping Instructions

<b>PACKAGE REFERENCE GUIDE</b>			
<b>Is This Packaging Acceptable?</b>			
Hazardous materials packaging damages can be classified into one or more of the following different types. They include:			
	<b>Damage Type</b>	<b>YES</b>	<b>NO</b>
A	<b>Abrasions</b> Abrasions result from sliding the package against a rough surface (e.g. concrete floors). Major abrasions (see NO column) are NOT acceptable. Note the flutes are visible.		
C	<b>Compressions</b> Compressions result from superimposed weights (e.g. stacked too high) or from dropping the packages. Small dimples (see YES column) are acceptable.		
D	<b>Dents</b> Minor dents (see YES column) occur through normal handling and picking (e.g. pulling from bin locations) and are acceptable. Major dents (see NO) result from impacts with other objects (e.g. pallet impacts).		
I	<b>Incisions</b> Minor incisions (see YES column) are acceptable. Major incisions (e.g. pallet box cut open with utility knife) are NOT acceptable.		
K	<b>Improper Packing</b> Improper packing (e.g. missing dunnaging) is always unacceptable. The packages must be properly dunnaged to prevent movement in all directions.		
L	<b>Labeling</b> Packages with excessive labeling are NOT acceptable, particularly, if the labels obscure other required marks and labels.		
	<b>Other Damages</b> Multiple damages, such as those shown, may affect the integrity of the package (see NO column). Others are not as severe and may be acceptable. If questionable, repackage the material.		
P	<b>Punctures</b> Minor punctures (see YES column) generally do not affect the structural integrity of the packaging, unless the puncture is completely through the wall of the packaging (see NO column).		
R	<b>Returns</b> UN 4G specification fiberboard boxes are considered to be Single Trip Containers (STCs) and should not be returned, particularly if they have been opened. (see NO column)		
T	<b>Tears</b> Minor tears (see YES column) will not generally affect the structural integrity of the packaging and are considered to be normal "wear and tear." However, large tears or rips are NOT acceptable (see NO column).		
	<b>Water Damage, Wet</b> Water damages, such as the example shown (see NO column) are NOT acceptable. Water damage will affect the structural integrity of the packaging. These packages should be repacked in appropriate specification packages.		
X	<b>Repairs</b> Repairs that may obscure required marks (see NO column) are not permitted. Packages that are damaged in the area of pre-printed specification marks, or packages that have been repaired more than once should not be accepted.	