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GROUP: Collision Bulletin

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SUBJECT:

Scan Tool Support Before and After Collision Repair

OVERVIEW:

This bulletin involves discussing FCA US LLC position with regard to collision repair industry awareness regarding scan tool equipment and economic shop solutions with wiTECH support.

MODELS:

1996 - (All) All FCA Group Vehicles
Current

**NOTE: This bulletin applies to vehicles within the following markets/countries:
NAFTA, APAC, EMEA and LATAM.**

DISCUSSION:

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 a 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) (air bags), 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 or a company, such as, Collision Diagnostic Services that diagnostically remotely scans the vehicle using FCA scan tools in conjunction with their patented **asTech** device, to verify the status of all airbag squibs, prior to removing deployed airbags from the vehicle for disposal.

- Service Information can be obtained at www.oem1stop.com.
- Mopar wiTECH scan tool can be purchased from <https://mopar.snapon.com>.

POLICY:

Information Only.