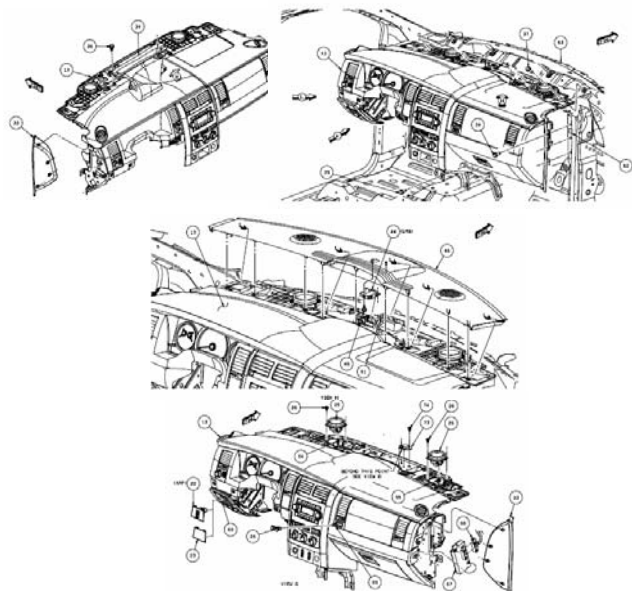


OCCUPANT RESTRAINT SYSTEM INFORMATION

Next Generation Driver and Front-Passenger Air Bag* System



Air Bag System Verification

After modification work is complete, the modifier must confirm air bag system readiness, as follows:

- Turn the ignition key on. The air bag lamp in the Instrument cluster will illuminate for six to eight seconds, and then turn off. If the air bag lamp fails to illuminate, cycles on and off, or does not turn off, the modifier must have the vehicle repaired by a DaimlerChrysler Motors Corporation dealership before shipping.

Air Bag Diagnostic Module/Sensor

The Air Bag Diagnostic Module/Sensor is located under the instrument panel on the forward end of the transmission tunnel, and is covered by a plastic trim cover. Care must be taken not to disturb this module for any reason. It is also important that no modifications are made to the tunnel sheet metal, as this may affect the performance of the air bag system.

Air Bag Wiring

All air bag wiring must remain intact and may not be used for any other purpose.

Location of Air Bag System Components

It is imperative that all air bag system components remain in their original location and orientation. Any removal or relocation of components such as the air bag diagnostic module, or the engine compartment and instrument panel wiring may be detrimental to air bag system performance 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 air bag restraint system. These areas include energy-absorbing features and must not be removed or modified in any manner. This includes the attachment of any auxiliary switches.

Steering Column Collapse Zone

The steering column in this vehicle is designed to collapse axially under a compressive load in the event of a severe frontal impact. In order for the steering column to perform properly, it must not be modified in any manner. This includes all componentry that is adjacent to the steering column, such as the shrouds, the upper support bracketry, and the toe board attachment. 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.

Front Bumper System

Since the crash sensing of the air bag systems is tuned, in part, to the front bumper, the original front bumper system (beam, brackets and fascia) must be retained. No modifications or additions to the bumper (i.e. bumper-mounted bicycle racks) are permitted.

Warning Labels

Removing or covering driver air bag warning labels is prohibited. Four labels (glove box, driver sun visor, and fuse block air bag label and engine compartment) are used to alert vehicle operators and service personnel that:

- The vehicle is equipped with driver and front-passenger air bags, but always use seat belts and child restraints
- Never put a rearward-facing child seat in the front-passenger seat unless air bag switch is off
- A backseat is the safest place for children 12 and under in Durango
- Caution must be exercised when the vehicle is serviced, since improper procedures may cause inadvertent air bag deployment
- The system must be inspected at regular intervals, or when service is indicated by readiness lamp operation

If either sun visor is replaced, the replacement visor must be equipped with an equivalent warning label

OCCUPANT RESTRAINT SYSTEM INFORMATION

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

Miscellaneous Requirements

Any components added to the occupant compartment must not break loose during a 30-mph barrier impact test. A plot of the average passenger compartment (chassis) deceleration with respect to time is shown in the pulse curve below. *(Please see figure below.)*

Further, any pulse curve information can be retrieved from the National Highway Traffic Safety Administration at the address below:

National Highway Traffic Safety Administration

Technical References Division

NAD-40, Room 5108

400 7th Street, S.W.

Washington, D.C. 20590

Telephone: (800) 445-0197

Working hours: 7:45 a.m. - 4:15 p.m. EST

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Average 30 mph Flat Frontal Pulse for HB

