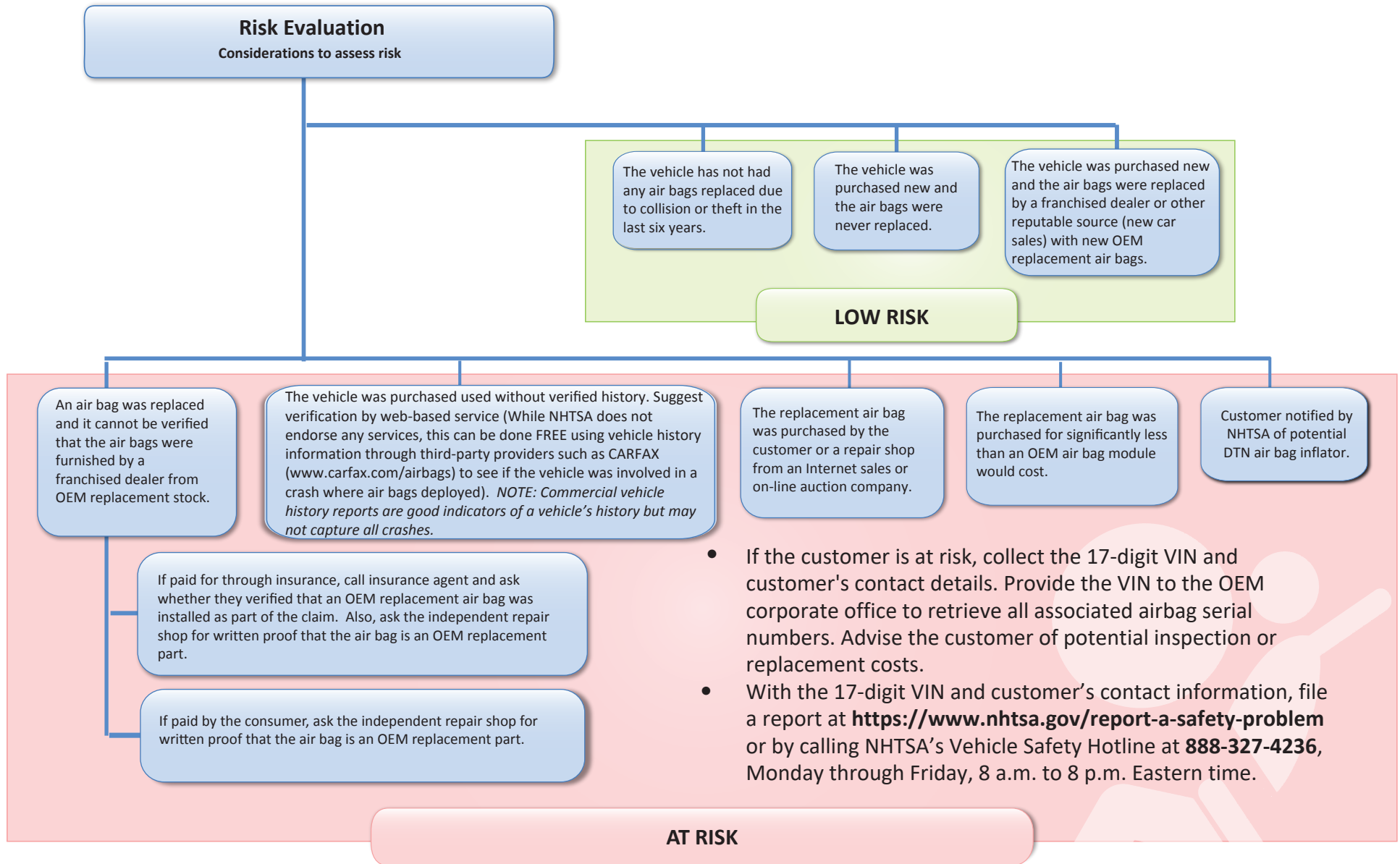




Recommended Technician Guidance for Managing DTN Equipped Air Bags



NHTSA strongly advises technicians to NOT electronically probe or electrify air bag connecting terminals because they can detonate and cause serious injury or death. DTN inflators are known to have killed at least 10 people when they detonated.



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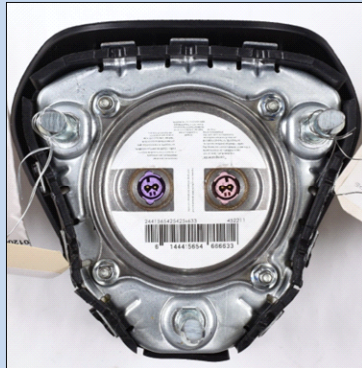


Driver's Side DTN 60DB Equipped Air Bag Indicators

DTN equipped air bags are difficult to identify when installed in the vehicle. However, some visual clues that may indicate a customer is at risk are:

For the air bag module still installed in the car

- The texture of the vinyl material used for the air bag trim cover will likely appear different from the OEM material.
- The color of the air bag trim cover may be slightly different from the OEM parts.
- The vinyl trim cover may not have “tear seams” or slight depressions in the vinyl material that determine where the flap doors will open during deployment (typically an “H” pattern). The trim cover emblem is generally affixed to one flap of the trim cover door so it remains intact when the flaps open during deployment.
- The letters “SRS” (Supplemental Restraint System), which are embossed or molded into the vinyl trim cover are not well-defined.
- There may be evidence that the DTN equipped air bag installer shaved or trimmed the vinyl trim cover for better fit into the steering wheel housing.



For after the the driver's side air bag module is removed from the steering wheel:

- On the label affixed to the electrical connector side of the air bag inflator, a number sequence is displayed next to what looks like a bar code that reads **“144415654 666631” or “144415654 666633.”**
- The inflator assembly is labeled with a different OEM name than the air bag's emblem or intended fitment.
- The model number designation on the label does not match the OEM part number for that model vehicle.
- Identical barcode labels are repeated on multiple DTN equipped air bags.
- Tool marks are visible on the fasteners and/or grind marks are visible on the air bag.
- The “warning” labeling normally found on an OEM air bag is missing or looks different.
- The colors of the inflator wire connectors do not match the OEM colors.
- Grounding terminals or “shorting bars” of the inflator wire connectors that prevent the air bag from deploying when disconnected from the vehicle system are missing.
- The backing plate of the DTN equipped air bag has numerous holes drilled into it, which allows the DTN equipped air bag to be installed into a wider range of vehicles.

Visit <https://www.nhtsa.gov/air-bags/deadly-air-bag-replacements-dtn> for photos of DTN inflators and more information

The DTN equipped air bag may have been rebuilt from a previously deployed air bag. Look for signs that the metal parts have been weakened by pyrotechnics, including burn marks or metals that have been stretched or expanded by the gases. The previously deployed air bag may have been removed from the module assembly and only the steering wheel trim cover has been replaced. The supplemental restraint system fault detection system/warning lamp may have been deceived/deactivated using resistors or diodes. Dealers should obtain from manufacturers additional guidance for identifying genuine air bags in specific models, e.g., photographs of genuine air bags to compare with possible counterfeits.

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