



Chrysler Policy on the Use of Salvaged Air Bags, or Other Salvaged Restraint System Components

Chrysler Motors LLC does not support the use of any supplemental restraint system (SRS) component, seatbelt component, or any other occupant protection component which has been removed from a vehicle previously damaged, flooded, burned, scrapped, or removed from use for any other reason – hereafter referred to as “salvage parts”.

Restraint system components are engineered, tested, and manufactured to protect vehicle occupants based upon both government mandated and internal corporate requirements relative to vehicle safety and occupant protection. New Mopar replacement parts are required to be equivalent to the originally installed parts and are tested to ensure these requirements are met. While some salvage parts may “appear” equivalent, there can be dramatic differences in the design and functional characteristics which could have a negative affect on the vehicle occupants in a future collision event. The specific design and functional characteristics cannot be determined by a visual inspection. Further, there is no way to test these characteristics short of deployment, in the case of an airbag, or a seatbelt deceleration load test, both of which are destructive tests.

Salvage components may have been affected by:

- Crash impact loads
- Incorrect, improper, or inadequate disassembly and removal procedures
- Weathering or environmental exposure outside of that expected during normal use
- Flooding
- Smoke or heat damage
- Abuse

Additionally, salvage components are not traceable should a component recall be required in the future.

It is in the best interest of the current or future vehicle owner and/or occupants that repairs to the SRS, seatbelt and occupant protection system are made using new OE parts. Anything less than this may expose operators and occupants to unnecessary risk.