



Regarding Restraints - Wiring Repairs...

Read below for OEM position statements on restraints wiring repairs.

You can read below or visit I-CAR's page, [here](#).

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Do NOT Repair

Honda/Acura: Per the Honda and Acura repair information states: "Never attempt to modify, splice, or repair airbag system wiring. If airbag system wiring is damaged, replace the wiring harness(es)."

Hyundai: Per the Hyundai service information: "Never attempt to modify, splice, or repair SRS wiring. If there is an open or damage to the SRS wiring, replace the harness."

Jaguar/Land Rover: Per the Jaguar and Land Rover Workshop manuals: "Given the legal implications of a restraints system failure, harness repairs to Air Bag module circuits are not acceptable. Where the text refers to "REPAIR the circuit", this will normally mean the replacement of a harness."

Kia: Per Kia service manual: "SRS wiring can be identified by special yellow outer covering. Observe the instructions described in this section. Never attempt to modify, splice, or repair SRS wiring. If there is an open or damage in SRS wiring, replace the harness."

Mazda: Per the Mazda service information: "Incorrectly repairing an air bag wiring harness can accidentally operate (deploy) the air bag module and pre-tensioner front buckles. If a problem is found in the air bag wiring harness, always replace the wiring harness with a new one."

Nissan/Infiniti: Per the Nissan and Infiniti service information: “DO NOT Attempt to repair, splice or modify the SRS wiring harness. If the harness is damaged, replace it with a new one.”

Toyota/Lexus/Scion: Per Toyota **CRIB #160 SRS PRECAUTIONS:** “Never repair SRS wiring or connectors. Replace damaged wiring.”

Subaru: Per Subaru service information: “If damage, open circuit or rust is found on airbag system wiring harness, do not repair the harness. Always replace the faulty harness with a new genuine part.”

Volkswagen: Per the **Volkswagen position statement:** “Do NOT attempt to repair the SRS wiring system or related components on any Volkswagen vehicle. Replace any damaged or bent SRS components with Genuine Volkswagen Parts. Some fasteners and clips are non-reusable; refer to the Volkswagen repair manual for more information.”

Repairs Allowed

Audi: Per the Audi repair manual: “The airbag and seat belt tensioner system can fail.

- Faulty repairs performed on airbag and seat belt tensioner system can lead to malfunction in passenger protection.
- When performing repairs on airbag and seat belt tensioner wiring harness, use only terminals, connectors and wires designated for it. Refer to the Parts Catalog.”
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BMW/Mini: Per BMW service information: “Only repair those cables which show visible signs of damage. In the event of visible damage, make sure there is only one cable repair in effect after the repair work. If no visible damage can be identified, the entire cable must be replaced. When carrying out repairs to the airbag wiring harness, you must use the spare parts offered in the Electronic Parts Catalogue (EPC).”

Chevrolet/Cadillac/Buick/GMC: Per the General Motors (GM) service information Document ID 325229 – SIR/SRS Wiring Repairs: “The Supplemental Inflatable Restraint (SIR) System/Supplemental Restraint System (SRS) requires special wiring repair procedures due to the sensitive nature of the circuitry. Follow the specific procedures and instructions when working with the SIR/SRS, and the wiring components, such as connectors and terminals.”

Fiat/Chrysler/Dodge/Jeep/RAM: Per FCA Service information: “It is important when repairing any Supplemental Restraint System (SRS) electrical circuits to use the recommended splicing kit and procedure.

This recommended procedure involves crimping the wires together with a splice band, soldering the crimped connection and, finally, sealing and protecting the repair. The crimp and solder ensure a strong mechanical bond that will always pass a pull test while also maintaining the conductivity and current carrying capacity of the circuit. The adhesive sealant and heat shrink tubing ensures the splice repair will perform as well or better than the original wire and be safe from potential corrosion or short circuits.

There is no limit to the number of splice repairs that can be made in one harness using this procedure. However, as has been past practice, multiple adjacent splices should be offset from each other. This wiring splice repair procedure is approved for harness side repairs only. Repairs and splices to pigtail wires on SRS components such as airbag units, seat belt tensioner units or clocksprings are not approved or recommended.”

Ford/Lincoln: Per the I-CAR course Collision Repair For Ford and Lincoln Vehicles (FOR05): “Refer to Ford service information regarding SRS system wiring and connectors. Ford Technical Service Bulletin (TSB) 05-18-7 (August 29, 2005), states that if restraints connectors or wiring are contained in:

- a stand-alone harness, do not repair them. Replace the restraints harness unless directed to repair the circuit by a TSB or other Ford publication.
- the main vehicle wiring harnesses, they should be repaired using the solder and heat-shrink repair procedures in this TSB. The General Wire Terminal Repair Kit contains gold-plated terminated pigtails (with white insulation) and dual-wall heat-shrink tubing to perform these repairs. Loaded wiring pigtail kits with goldplated terminals are also available in the parts catalog.”

Mercedes-Benz/Smart: Per the Mercedes-Benz service information: “The SRS wire harness pigtail is replaced using solder connectors. Contact a Mercedes-Benz part dealer.”

Mitsubishi: Per the Mitsubishi service information: “Do not attempt to repair the wiring harness connectors of the SRS. If any of the connectors are diagnosed as faulty, replace the wiring harness. If the wires are diagnosed as faulty, replace or repair the wiring harness according to the following table.” The table can be found in the Mitsubishi repair information.

Volvo: Per the Volvo service information: “Caution! As the SRS system is a safety system, it is extremely important that these instructions are carefully followed when carrying out repairs in the cable harness.”

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