result in occupant injuries upon airbag deployment.

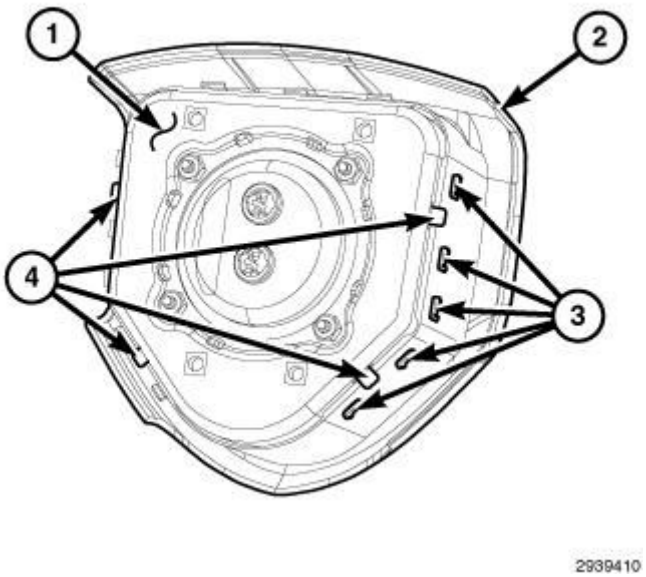

Fig. 21: Trim Cover, Thirteen Hooks, Airbag Housing & Tab
Courtesy of CHRYSLER GROUP, LLC

NOTE: The following procedures can be used to replace the Driver AirBag (DAB) trim cover for service of cosmetic damage issues. If the DAB is ineffective or deployed, the entire DAB and trim cover must be replaced as a unit.

1. Place the Driver AirBag (DAB) trim cover (2) on a suitable clean and dry work surface with the receptacle facing up. Be certain to take the proper precautions to prevent the trim cover from receiving cosmetic damage during the following procedures.
2. Position the DAB housing (1), inflator and cushion as a unit over the trim cover receptacle.
3. Using hand pressure, push the airbag housing firmly and evenly down into the trim cover receptacle far enough that the hooks (3) of the housing are aligned with the windows in the vertical walls of the receptacle.
4. Work around the perimeter of the unit engaging each of the thirteen hooks on the DAB housing through the thirteen windows in the walls of the trim cover receptacle.
5. After the DAB has been assembled, try pulling the trim cover and the airbag housing away from each other. This action will fully seat the edges of the windows into the cradles of the hooks and the vertical walls of the receptacle beneath the locating tabs (4) of the housing.

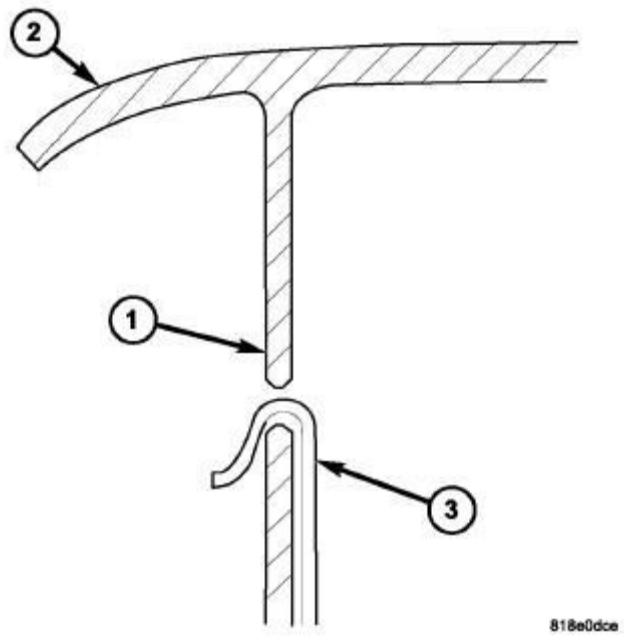

Fig. 22: Airbag Blocking Tab & Housing Hook
Courtesy of CHRYSLER GROUP, LLC

6. Before reinstalling the DAB onto the steering wheel, check that the blocking tab (1) in each of the trim cover (2) windows is oriented over the airbag housing hook (3) as shown in illustration.
7. Reinstall the DAB onto the steering wheel. Refer to **AIR BAG, DRIVER, INSTALLATION**.

SRT

WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING: To avoid serious or fatal injury, service of this unit should be performed only by Chrysler-trained and authorized dealer service technicians. Failure to take the proper precautions or to follow the proper procedures could result in accidental, incomplete, or improper airbag deployment and possible occupant injuries.

WARNING: To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped

between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.

WARNING: To avoid serious or fatal injury, the Driver AirBag (DAB) trim cover must never be painted. Replacement trim covers are serviced in the original colors. Paint may change the way in which the material of the trim cover responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.

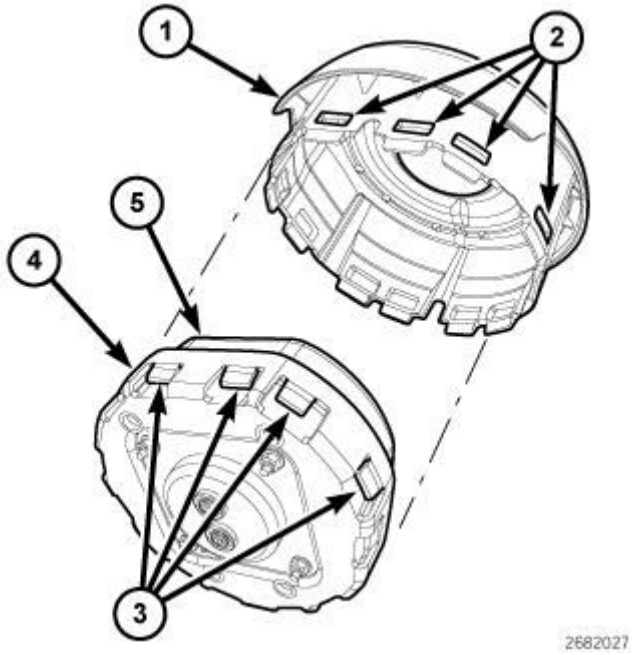

Fig. 23: Driver AirBag Housing, Cushion, DAB Trim Cover, Pointing Hooks & Windows
Courtesy of CHRYSLER GROUP, LLC

NOTE: The following procedures can be used to replace the Driver AirBag (DAB) trim cover for service of cosmetic damage issues. If the DAB is ineffective or deployed, the entire DAB and trim cover must be replaced as a unit. The trim cover will be irreparably damaged if it is removed from the DAB housing and MUST be replaced with a new trim cover.

1. Place the Driver AirBag (DAB) housing (4) on a suitable clean and dry work surface with the cushion (5) facing up.
2. Position the DAB trim cover (1) over the housing. Be certain that the twelve windows (2) of the trim cover are aligned with the twelve inward pointing hooks (3) of the airbag housing. All of the trim cover windows will align with all of the housing hooks correctly only in one position.
3. Insert the edges of the trim cover between the airbag cushion and the airbag housing. Be certain that the trim cover and housing are still properly aligned.
4. Using hand pressure, push the trim cover firmly and evenly down into the housing far enough that each of the inward pointing hooks of the housing is engage through a window in the trim cover.

5. Inspect around the entire perimeter of the unit being certain each of the twelve hooks on the DAB housing is engaged through the appropriate window in the trim cover.
6. After the DAB has been assembled, try pulling the perimeters of the trim cover and the airbag housing away from each other. This action will fully seat the housing hooks into the trim cover windows.
7. Reinstall the DAB onto the steering wheel. Refer to **AIR BAG, DRIVER, INSTALLATION**.

INSTALLATION

INSTALLATION

WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING: To avoid serious or fatal injury, use extreme care to prevent any foreign material from entering the Driver AirBag (DAB), or becoming entrapped between the DAB cushion and the DAB trim cover. Failure to observe this warning could result in occupant injuries upon airbag deployment.

WARNING: To avoid serious or fatal injury, the driver airbag trim cover must never be painted. Replacement airbags are serviced with trim covers in the original colors. Paint may change the way in which the material of the trim cover responds to an airbag deployment. Failure to observe this warning could result in occupant injuries upon airbag deployment.

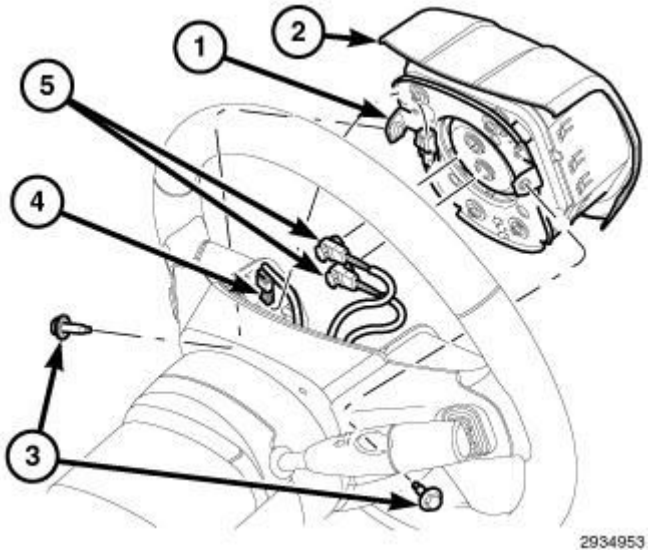

Fig. 24: Two Screws, Floating Horn Switch, Driver Airbag & Electrical Connections
Courtesy of CHRYSLER GROUP, LLC

NOTE: The following procedure is for replacement of an ineffective or damaged Driver AirBag (DAB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. Refer to STANDARD PROCEDURE. If the DAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. Refer to STANDARD PROCEDURE.

1. Position the Driver AirBag (DAB) (2) and floating horn switch (1) unit close enough to the steering wheel to reconnect the electrical connections to the back of the airbag housing.
2. Reconnect the steering wheel wire harness connector (4) to the floating horn switch connector on the back of the switch.
3. Reconnect the wire connectors (5) to the airbag inflator connector receptacles by pressing straight in on the connector insulator. Be certain to engage each keyed and color-coded connector to the matching connector receptacle. You can be certain that each connector is fully engaged in its receptacle by listening carefully for a distinct, audible click as the connector latches snap into place.
4. Carefully position the DAB and floating horn switch unit into the steering wheel hub. Be certain that none of the steering wheel wiring is pinched between the airbag housing or the horn switch and the steering wheel armature.
5. Working through the access holes in each side of the steering wheel rear trim cover, install and tighten the two screws (3) that secure the floating horn switch and DAB unit to the steering wheel armature. Tighten the screws to 13 N.m (10 ft. lbs.).
6. Do not reconnect the negative cable to the battery at this time. The Supplemental Restraint System (SRS) Verification Test procedure should be performed following service of any SRS component. Refer to **STANDARD PROCEDURE**.

AIR BAG, KNEE BLOCKER

DESCRIPTION

DESCRIPTION

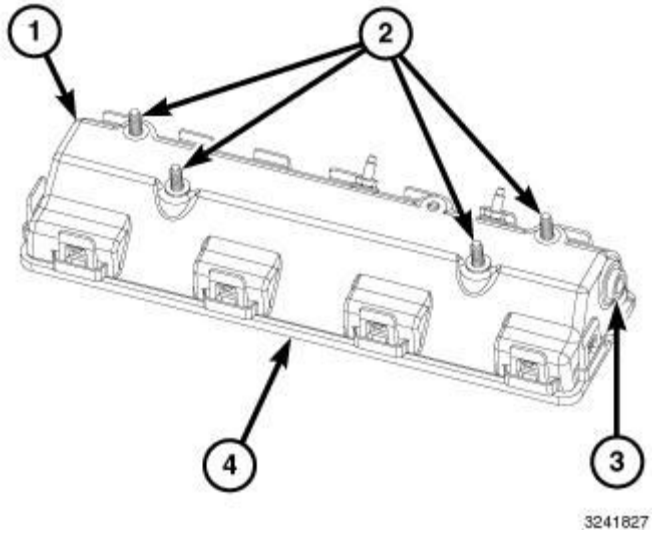

Fig. 25: Airbag Housing, Four Studs, Plastic Protective Cover & Inflator Initiator
Courtesy of CHRYSLER GROUP, LLC

A Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is used on vehicles manufactured for domestic markets. These airbags are passive, inflatable, Supplemental Restraint System (SRS) components. Vehicles with this equipment may be readily identified by the **SRS - AIRBAG** logo located on the upper outboard corner of the instrument panel steering column opening cover.

The KAB is concealed behind the steering column opening cover below the steering column on the driver side lower instrument panel. Located behind the steering column opening cover, the stamped metal airbag housing (1) is secured by four studs (2) with nuts to the stamped metal lower instrument panel reinforcement of the instrument panel support structure. A molded plastic protective cover (4) is secured over the folded airbag cushion by several hook formations stamped into the airbag housing that are engaged through window openings in tabs integral to the outer perimeter of the cover.

The airbag housing contains the airbag inflator and a heat shield. The airbag inflator is a single-initiator, non-azide hybrid-type unit that is secured to the housing by two studs with nuts and sealed within the airbag housing. The airbag is connected to the vehicle electrical system through a dedicated take out and connector insulator of the instrument panel wire harness that connects directly to the inflator initiator (3).

The KAB cannot be repaired, and must be replaced if deployed, ineffective or in any way damaged. If the airbag is deployed, the KAB and the steering column opening cover must also be replaced.

OPERATION

OPERATION

The Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB) is deployed by an electrical signal generated by the Occupant Restraint Controller (ORC) to which it is connected through a KAB line 1 and line 2 (or squib) circuits to the initiator in the airbag inflator. The hybrid-type inflator assembly for the airbag contains a small canister of highly compressed inert gas. When the ORC sends the proper electrical signal to the airbag inflator, the electrical energy creates enough heat to ignite chemical pellets within the inflator.

Once ignited, these chemical pellets burn rapidly and produce the pressure necessary to rupture a containment disk in the inert gas canister. The inflator is sealed to the airbag cushion and a diffuser in the inflator directs all of the inert gas into the airbag cushion, causing the cushion to inflate. As the cushion inflates, the KAB protective cover will split at predetermined tear seam lines concealed on the underside of the cover, then fold open and out of the way.

The cushion protects the lower extremities of the vehicle operator and helps to keep the seat occupant properly positioned for the Driver AirBag (DAB) deployment during a frontal impact collision. Following an airbag deployment, the KAB cushion quickly deflates by venting the inert gas through the loose weave of the fabric used to construct the instrument panel side of the airbag cushion, and the deflated cushion hangs down loosely from the lower instrument panel.

The ORC monitors the condition of the KAB through circuit resistance, and will illuminate the airbag indicator in the instrument cluster and store a Diagnostic Trouble Code (DTC) for any fault that is detected. Proper diagnosis of the KAB initiator and squib circuits requires the use of a diagnostic scan tool and may also require the use of the SRS Load Tool special tool along with the appropriate Load Tool Jumpers and Adapters. Refer to the appropriate diagnostic information.

REMOVAL

REMOVAL

WARNING: To avoid serious or fatal injury on vehicles equipped with airbags, disable the Supplemental Restraint System (SRS) before attempting any steering wheel, steering column, airbag, seat belt tensioner, impact sensor or instrument panel component diagnosis or service. Disconnect and isolate the battery negative (ground) cable, then wait two minutes for the system capacitor to discharge before performing further diagnosis or service. This is the only sure way to disable the SRS. Failure to take the proper precautions could result in accidental airbag deployment.

WARNING: To avoid serious or fatal injury when removing a deployed airbag, rubber gloves, eye protection, and a long-sleeved shirt should be worn. There may be deposits on the airbag cushion and other interior surfaces. In large doses, these deposits may cause irritation to the skin and eyes.

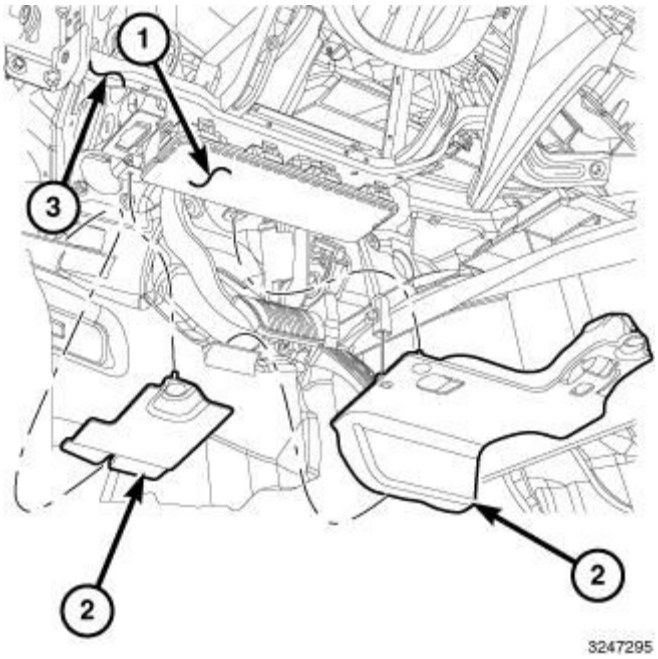

Fig. 26: Panels, Instrument Panel Lower Reinforcement & Knee AirBag (KAB) Cover
Courtesy of CHRYSLER GROUP, LLC

NOTE: The following procedure is for replacement of an ineffective or damaged Knee AirBag (KAB) (also known as the Inflatable Knee Blocker/IKB). If the airbag is ineffective or damaged, but not deployed, review the recommended procedures for Handling Non-Deployed Supplemental Restraints. Refer to STANDARD PROCEDURE. If the KAB has been deployed, review the recommended procedures for Service After A Supplemental Restraint Deployment before removing the airbag from the vehicle. Refer to STANDARD PROCEDURE.

1. Disconnect and isolate the negative cable from the battery. Wait two minutes for the system capacitor to discharge before further service.
2. Remove the close out panels (2) from under the driver side of the instrument panel lower reinforcement (3) and surrounding the Knee AirBag (KAB) cover (1) and housing.
3. Remove the steering column opening cover from the instrument panel. Refer to **COVER, INSTRUMENT PANEL, REMOVAL** .