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SUBJECT THE 250-450-125 SRS AIR BAG RULE OF SAFETY

Below are excerpts from an article written by Ron Moore that explains the 10-18-5 or in metric...250-450-125 mm guideline. ANRARA President, Greg Bain, has modified the article for application in Australia.

"..... Rescue personnel need to study current airbag systems and learn to rapidly identify the potential areas where 'loaded' bags may be present.

- 1) Take away the electrical power early in your operations, negative first... then the positive cable also.

*(Be careful here, make sure that if any electrical systems have to be operated, i.e.: moving seats or windows etc, that it is **SAFE** to do so and that electrical power is not required again.)*

If you cut battery cables, always cut the SAME cable twice. This removes a chunk of wire and makes it near impossible for the ends of the cable to ever re-contact each other accidentally.

- 2) Proceed with normal activities following the newest airbag survival guideline, "Put 250-450-125mm, or 10-18-5 inches, between you and the loaded airbags". *(If your service does not have an SRS Air Bag guideline, please contact the Technical Officer of ANRARA.)*

This 250-450-125mm recommendation reminds rescue personnel to maintain approximately 250 mm of clear space between yourself and the cover of any 'loaded' steering column airbag.

Maintain 450 mm from the cover of any 'loaded' passenger front dash airbag.

Maintain 125 mm clearance from any 'loaded' side impact airbag, regardless of whether it is in the door, seat edge or roofline. *(i.e., **SIPS** systems)*

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The largest size driver's airbag inflates at approximately 250 mm when fully deployed. The passenger bags come out 450mm. The small side bags come out between 75 & 125 mm maximum. Maintaining these safety zones will minimize your chances of injury should any bag deploy during extrication.

(As a basic rule of safe working practice, a rescuer or any other person involved within the Combat Area of a vehicle incident where an undeployed air bag is located, should not be permitted to place any part of there body within the area where an air bag would deploy.)

(Further Note: Readers may recall an incident in Dayton Ohio in 1997 where rescue personnel where attempting to rescue two front seat trapped persons, as a result of a frontal impact. The rescuers were attempting to make space inside the vehicle with a spreader near the floor mounted centre console. While performing a spread, a crushing movement was made and a sensor was contacted and the two front airbags were deployed resulting in the rescuers being explosively forced from the inside of the car to the outside. The two rescuers were injured, but thankfully not severely.)

SOURCE Greg Bain, ANRARA President & Ron Moore, Assistant Chief Officer,
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