



# Australian National Road Accident Rescue Association Inc

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## **TECHNICAL BULLETIN No. 02/2002**

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**SUBJECT** VEHICLE OCCUPANT PROTECTION SYSTEMS  
INFORMATION FOR RESCUERS ON BMW VEHICLES

### **INTRODUCTION**

Like most other vehicle manufacturers, BMW is now producing as standard on most vehicles in its range a variety of supplementary restraint devices including airbags and seat belt pretensioners.

Recently BMW distributed a publication to various rescue agencies titled "Rescue Manual, Information for Rescue Services 2002". (BMW part number 01 91 0 004 491)

The publication describes the range of occupant protection devices installed in BMW vehicles and their operation. It also provides detail of the location of fuel tanks and batteries in each model as well as the route of primary fuel and positive power cables. To reproduce these or expect individual rescue personnel to remember this information for each model is inappropriate. The publication also provides information on side impact protection (anti-intrusion bars) and tips for rescue personnel when conducting extrications on these vehicles.

In addition, the publication also provides information on some additional features which may be of interest to rescuers.

### **ACTIVE HEAD RESTRAINT**

Active head restraints are incorporated into driver and front passenger seats. In the event of a rear end collision the head restraint travels forward to reduce the distance between the head and the headrest, thereby reducing the potential severity of whiplash type injuries.

#### **Rescuers should note that:**

- These systems are not identifiable by any specific types of markings.
- A crash sensor triggering a gas generator, similar to the mechanism that deploys vehicle occupant air bags, operates the system. The gas generator is located in the seat back, but it has not been specified whether this is a solid fuel (sodium azide) type or a stored gas (cylinder) type.
- Caution should be exercised when cutting into seat backs.



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## ROLLOVER PROTECTION

Some models of BMW are fitted with rollover protection devices to rear seats. These devices are spring-loaded bars locked in place in the parcel shelf behind the rear seat headrests. When sensors in the vehicle detect a rollover situation the locks are released and the bars extend by spring force. The bars then lock mechanically in their end position to avoid the vehicle collapsing down on its roof and occupants. The rollover protection system operates separately and is not connected to any of the airbag systems.

### **Rescuers should note that:**

- Not all rollover protection systems in BMW vehicles are clearly marked, or they may be marked in German.
- Caution should be exercised when operating in the vicinity of the rear parcel shelf of all BMW vehicles. It should be assumed that the vehicle contains rollover protection systems until such time as it can be proven otherwise.

## SAFETY BATTERY TERMINAL

This device is fitted to the positive power lead at the battery terminal. It is triggered by the airbag sensor system and acts to sever the link between the battery and the starter motor/alternator. **This device does not cut electrical power to all systems and normal procedures for de-energising SRS devices must still be applied.**

<b>SOURCE</b>	<b>BMW via Paul Jerome Secretary ANRARA</b>
<b>FOR MORE INFORMATION CONTACT</b>	<b>Your local BMW dealer.</b>

This information is provided by ANRARA as a service to members. ANRARA does not guarantee its accuracy and wherever possible will quote the source of the information for further enquiries.