



SCAN TOOL USAGE POSITION STATEMENT

FCA US LLC POSITION

December 1, 2025

SCAN TOOL USAGE

FCA vehicles, systems and components are engineered, tested and manufactured to help protect vehicle occupants. They are engineered based upon both government mandated and internal corporate requirements relative to durability, noise vibration & harshness (NVH) and vehicle safety. Use of the Mopar wiTECH vehicle diagnostic tester ("Mopar Scan Tool") is an important part of FCA vehicle service and maintenance. This tool contains software that aftermarket tools may not contain and can assess whether any of FCA's vehicle's safety and security systems contain active or stored diagnostic trouble codes (DTCs).

Safety and security related systems such as anti-lock brakes, supplemental restraint systems (SRS) (airbags), occupant restraint controller (ORC), seat belts, active head restraints, forward facing camera and radar, blind spot monitoring and other automated electronic driver assistance systems MUST be tested for fault codes (DTCs) that could possibly be active (current) or stored following a collision. Use of the Mopar *wiTECH vehicle diagnostic tester (scan tool) is necessary before and after collision repair. US LLC does not recommend that customers use "reconditioned" wheels (wheels that have been damaged and repaired) because they can result in a sudden catastrophic wheel failure that could cause loss of control and result in injury or death.

ANY of the following conditions could trigger DTCs prior to or during collision repairs which could result in improper performance:

- ▶ Cosmetic refinishing for the purpose of repairing a superficial flaw is an acceptable procedure providing it is limited to paint or clear coat only, the wheel is not modified in any way and there is no exposure to paint curing heat over 200 degrees Fahrenheit.
- ▶ Vehicle is involved in an accident or collision, even though the damage may appear minor.
- ▶ Vehicle has been in an accident with or without airbag deployment.
- ▶ Voltage loss, including battery disconnects and Hybrid battery disabling.
- ▶ Significant vehicle disassembly including, but not limited to, bumpers, door handles, headlamps and mirrors.
- ▶ Interior trim repair or removal.
- ▶ Glass removal and replacement operations.

Any repairs performed without using Mopar Parts, and not following published repair guidelines and procedures may expose current or future vehicle owners and occupants to unnecessary risk. If faults were stored in the DTC memory for any safety or security systems, then these systems MUST be serviced according to the repair procedures in Service Information. After performing repairs, re-check the system to determine if any active or stored DTCs remain; if so, take appropriate service action to ensure proper function.

SRS AIRBAG SQUIB STATUS

Multi-stage airbags with multiple initiators (squibs) MUST be checked to determine that all squibs were used during the deployment event. The Driver Airbag (DAB) and Passenger Airbag (PAB) are deployed by electrical signals generated by the Occupant Restraint Controller (ORC) through the driver or passenger squib circuits (up to 3) to the initiators in the airbag

inflators. Typically, all initiators are exhausted, and all potentially hazardous chemicals are burned during an airbag deployment event.

However, it is possible for only one initiator to be exhausted; therefore, you **MUST** always confirm that all initiators have been cycled to minimize the risk of improper handling or disposal of potentially live pyrotechnic or hazardous materials. This procedure should be performed using the Mopar wiTECH diagnostic scan tool to verify the status of all airbag squibs, prior to removing deployed airbags from the vehicle for disposal.

GENUINE MOPAR PARTS

FCA US LLC vehicles and authentic Mopar Parts are designed and manufactured to meet production engineered specifications, while maximizing the safety of all occupants in a collision. If a collision repair is necessary, all repairs should be performed by a certified trained technician and follow vehicle-specific repair procedures available at TechAuthority.com using only genuine Mopar parts. Failure to follow proper procedures or deviation from Original Equipment parts could result in compromising performance of impact safety systems. Only authentic Mopar Parts are designed and built to provide optimum fit, function, safety and structural integrity as well as being engineered, manufactured and tested to the FCA US LLC internal and government-mandated standards and are the only parts equivalent to the originally installed parts. These parts are carefully designed to act as a safety system and are rigorously impact tested to ensure optimal performance.

USE OF AFTERMARKET PARTS

FCA US LLC does not approve of the use of aftermarket, third-party replacement parts, recycled, salvaged, aftermarket or reconditioned parts. Aftermarket parts are not subject to the same requirements of entire vehicle operation or function and may not be manufactured to the same standards or design. This could compromise the overall safety of the vehicle should a future collision occur. Aftermarket parts may not be built to FCA US LLC's exact design and can therefore affect the performance of important structural and safety features of the vehicle.

FCA US LLC vehicle lease agreements specify that ONLY genuine Mopar replacement parts be utilized for collision repairs to the vehicle.

SUPPORT

- ▶ FCA Dealers: [Service Library](#)
- ▶ Independent Collision Repairers: [Stellantis Independent Operator Portal](#)
- ▶ Complete Mopar Parts & Accessories Limited Warranty Statement: [Complete Mopar Warranty Statement](#)

For more information, log on to: www.MoparRepairConnection.com

