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First edition  
2009-05-15

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## Road vehicles — End-of-life activation of on-board pyrotechnic devices —

### Part 3: Tool requirements

*Véhicules routiers — Activation de fin de vie des dispositifs  
pyrotechniques embarqués —*

*Partie 3: Exigences de l'outil*



Reference number  
ISO 26021-3:2009(E)

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Published in Switzerland

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## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 26021-3 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

ISO 26021 consists of the following parts, under the general title *Road vehicles — End-of-life activation of on-board pyrotechnic devices*:

- *Part 1: General information and use case definitions*
- *Part 2: Communication requirements*
- *Part 3: Tool requirements*
- *Part 4: Additional communication line with bidirectional communication*
- *Part 5: Additional communication line with pulse width modulated signal*

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## Introduction

Worldwide, nearly all new vehicles are equipped with one or more safety systems. This can include advanced protection systems based on pyrotechnic actuators. All components which contain pyrotechnic substances can be handled in the same way.

Recycling these vehicles demands a new process to ensure that the deactivation of airbags is safe and cost-efficient. Due to the harmonization of the on-board diagnostic (OBD) interface, there is a possibility of using it for on-board deployment, which is based on the same tools and processes.

Representatives of the global automobile industry agreed that automobile manufacturers

- do not support reuse as an appropriate treatment method for pyrotechnic devices,
- believe treatment of pyrotechnic devices is required before shredding, and
- support in-vehicle deployment as the preferred method.

Based on this agreement, the four big associations of automobile manufacturers (ACEA, Alliance, JAMA and KAMA) started to develop a method for the “in-vehicle deployment of pyrotechnic components in cars with the pyrotechnic device deployment tool (PDT)”. The objective is that in the future a dismantler will use only one tool without any accessories to deploy all pyrotechnic devices inside an end-of-life vehicle (ELV) by using an existing interface to the car.

It is necessary to test and to validate the development of the disposal functionality inside the pyrotechnical control unit (PCU).