



400 Seventh Street, S.W.
Washington, D.C. 20590

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

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AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area 368-0123

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.



ARVIN
CALSPAN CORPORATION
ADVANCED TECHNOLOGY CENTER

[REDACTED] 1992

[REDACTED], 1992

COTR [REDACTED]
National Highway Traffic Safety Administration
Nassif Building, Room 6213-C
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: Air Bag Case No. 90-2, [REDACTED], Canada

Dear [REDACTED]

This letter will serve as our report for the above referenced case which involved a 1990 Cadillac Sedan de Ville. The vehicle was equipped with a supplemental driver's air bag system which deployed during a reported high speed crash that occurred on [REDACTED] 1990, during daylight hours. The vehicle impacted a large diameter concrete pillar in an underground parking garage for a luxury apartment complex.

The vehicle was driven by a petite 50 year old female who was reportedly wearing the active 3-point lap and shoulder belt system. Two elderly passengers occupied the rear seat area of the vehicle. The 77 year old male and his 73 year old wife were not wearing the available 3-point lap and shoulder belt systems. The vehicle apparently accelerated rapidly (sudden acceleration) as the driver entered the parking garage. The frontal area of the Cadillac impacted the concrete pillar which resulted in severe damage to the vehicle. Initial estimates of the vehicle's speed at impact ranged from 35-50 mph. There was no evidence of pre-impact braking (i.e., skid marks); however, it was unknown if the vehicle was equipped with anti-lock brakes. The driver air bag system deployed as a result of the severe frontal impact sequence.

Damage to the vehicle was reported as extensive. Hydraulic equipment was used to extricate the occupants from the vehicle. The belted driver initiated a forward trajectory and loaded the deployed air bag with her face. A consultant stated that a lipstick transfer was visible on the air bag. He further stated that the driver was subsequently loaded from behind by the unrestrained rear seat occupants as they impacted the front seatback. The driver and both rear seat occupants expired due to injuries sustained in the crash.

At the onset of our investigation, we initially contacted the [REDACTED] Police Department who referred us to the District Coroner, [REDACTED]. [REDACTED] headed the investigation into the triple fatality crash. During our initial telephone conversation, [REDACTED] was very cooperative; however, she could not release any information concerning the crash until the Coroner's Inquest was completed. She had scheduled the Inquest to begin on [REDACTED] and expected it to continue for approximately three weeks.

[REDACTED]

[REDACTED], 1992

The coroner was contacted several times during the months that preceded the Inquest to reaffirm our interest in this case. Following the Inquest, [REDACTED] stated that she was no longer responsible for the case and that we would have to request information from [REDACTED] of the Traffic Division of the [REDACTED] Police Department. [REDACTED] was subsequently contacted and he stated that the involved Cadillac Sedan de Ville had been released to the family of the deceased who were pursuing a product liability suit against [REDACTED] of Canada. [REDACTED] also refused to provide us with information regarding this crash and stated that too many people have already been involved in this case. He told us to contact General Motors if we needed information about the vehicle.

Due to the lack of cooperation from the investigating agencies, we curtailed our efforts into this investigation. If you have any questions or comments, please call me at your convenience.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Accident Research Group

TS:ld