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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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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.

NCSI AIRBAG INVESTIGATION  
Case 91-01, [REDACTED] Missouri  
Preliminary Summary

The NCSI investigation team was notified of this airbag equipped vehicle crash on [REDACTED] 1991. An on-site investigation was conducted on [REDACTED] and [REDACTED] 1991.

This accident occurred on [REDACTED] at [REDACTED] hours, at the intersection of [REDACTED] Street and [REDACTED] Street in [REDACTED]. [REDACTED] Street is a four lane undivided roadway at this location. [REDACTED] Street is a three lane roadway including a left turn lane. Traffic at this intersection is controlled by an on-colors signal light. The speed limit is 30 miles per hour in this vicinity.

A 1990 Ford Taurus station wagon (equipped with a driver side inflatable restraint system) was westbound on [REDACTED] Street at the intersection with [REDACTED] Street. The driver attempted a left turn onto [REDACTED] to travel south. A 1984 Chevrolet Camaro was eastbound on [REDACTED] Street traveling in the outside lane as it approached the intersection. The police accident report indicated a non-contact unit was eastbound in the inside lane waiting to make a left turn onto [REDACTED] to travel north. As the Taurus turned left, the front of the Camaro struck the right front corner of the Taurus.

Following impact the Camaro rotated slightly clockwise and came to rest in the intersection. The Taurus rotated counter-clockwise approximately 90 degrees and came to rest in the southeast quadrant of the intersection.

Initial impact damage was noted to front right corner of the Taurus and the front left corner of the Camaro. Damage to the Taurus was repaired for approximately \$5500.00. Both vehicles were towed from the scene due to disabling damage. The airbag module of the Taurus deployed during the impact with vehicle #2.

The driver of the Taurus, a 66 year old female, was not restrained by her three point lap and shoulder belt when the accident occurred. She sustained several injuries in the collision including a compound fracture of her left ankle; a laceration to her lower lip; contusions to her breast, neck, and face; and burns to her face. She also reported a "floater" in her left eye as a result of the impact force from the airbag. Her glasses frames were distorted by the contact with the airbag. The driver stated she did not think she would have been injured if not for the airbag.

Inspection of the airbag showed a small (1.5 inch) tear in the material. The hole was on the frontal surface at roughly 4 o'clock. The driver stated hot gas escaped from this hole and caused the burns to her face.







