



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

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 366-0123

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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 be 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
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[REDACTED] 1993

[REDACTED] 1993

[REDACTED]
National Highway Traffic Safety Administration
[REDACTED]
[REDACTED], D.C.

RE: Air Bag Case No. 92-15

Dear [REDACTED]

This letter will serve as our report for an air bag deployment crash that was investigated at a remote (telephone follow-up) level. The notification for this case was initially received from the driver of another remote investigation (Calspan Case No. 92-13). These drivers were identified in a newspaper article that appeared in a [REDACTED] FL newspaper story that pertained to injuries sustained by drivers of air bag equipped vehicles.

The driver for this case was an uncooperative adult male who was driving a Ford Taurus. He is currently litigating the injuries that he sustained as a result of the air bag deployment and only provided minimal data on the advice of his attorney. The driver stated that he was driving a Ford Taurus when the low impact speed crash occurred. The damage to his vehicle was minimal; however, the air bag deployed and caused permanent injury to his eyes. In addition to his visual impairments, the driver stated that he also sustained "facial burns" from the air bag. It is unknown if he was restrained by the manual belt system or if there was another mechanism for the injuries other than the air bag.

If you have any questions or comments, please call us at your convenience.

Sincerely,

[REDACTED]
[REDACTED]

Accident Research Group

TS:ld

[REDACTED]