

CRASH DATA RESEARCH CENTER

Calspan Corporation
Buffalo, NY 14225

NOT-IN-TRAFFIC SURVEILLANCE

**CALSPAN REMOTE HYPERTHERMIA DEATH INVESTIGATION
SCI CASE NO: CA09045**

VEHICLE: 1995 ISUZU RODEO

LOCATION: KENTUCKY

INCIDENT DATE: JUNE 2009

Contract No. DTNH22-07-C-00043

Prepared for:

U.S. Department of Transportation
National Highway Traffic Safety Administration
Washington, D.C. 20590

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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.

TECHNICAL REPORT STANDARD TITLE PAGE

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| 16. Abstract This remote investigation focused on the circumstances surrounding the death of a 2-year-old female who was left unattended in a 1995 Isuzu Rodeo. The child was restrained within an unknown-type Child Restraint System (CRS) in the second row of the vehicle over a two-hour time period during the afternoon in June, 2009. The child was found inside the vehicle by a family member and was unresponsive at that time. She was transported by ground ambulance to a pediatric trauma center and pronounced deceased due to hyperthermia/heat exposure. | | | | | |
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**NOT-IN-TRAFFIC SURVEILLANCE
CALSPAN REMOTE HYPERTHERMIA INVESTIGATION
SCI CASE NO: CA09045**

**VEHICLE: 1995 ISUZU RODEO
LOCATION: KENTUCKY
INCIDENT DATE: JUNE, 2009**

BACKGROUND

This remote investigation focused on the circumstances surrounding the death of a 2-year-old female who was left unattended in a 1995 Isuzu Rodeo. **Figure 1** is an image of an exemplar Isuzu Rodeo. The child was restrained within an unknown-type Child Restraint System (CRS) in the second row of the vehicle over a two-hour time period during the afternoon hours in June, 2009. The child was found inside the vehicle by a family member and was unresponsive at that time. She was transported by ground ambulance to a pediatric trauma center and pronounced deceased due to hyperthermia/heat exposure.



Figure 1: Left side view of an exemplar 1995 Isuzu Rodeo.

This hyperthermia-related fatality was identified by the Crash Investigation Division (CID) of the National Highway Traffic Safety Administration (NHTSA) through an internet news search and the notification was forwarded to the Calspan Special Crash Investigations (SCI) team on June 22, 2009. Calspan SCI initiated follow-up activities and established cooperation with the investigating police agency on July 2, 2009. The CID subsequently assigned a remote level investigation of the incident to the Calspan SCI team on the same day due to the agency's interest in Not-In-Traffic fatalities. The remote investigation involved two telephone interviews with the police investigator. Limited details regarding the incident were available due to the ongoing criminal proceedings. SCI's request for a copy of the police report and supporting images was declined by the investigator.

SUMMARY

Vehicle Data

The 1995 Isuzu Rodeo 4-door sport utility vehicle was manufactured on a 276 cm (108.7 in) wheelbase and was equipped with the LS trim package. The Vehicle Identification Number (VIN) was 4S2CK58V0S4 (production sequence deleted). The Isuzu Rodeo was designed as a 5-passenger vehicle with front bucket seats and a rear bench seat. Tinted window glazing was standard equipment. The Isuzu was not owned by the driver, but had been in his possession for approximately 1 year. The vehicle was owned by another family member and had been loaned to the driver.

Child Occupant Data

The deceased child was a 2-year-old female with a reported height and weight of 91 cm (36 in) and 13 kg (29 lb). She was dressed in a multi-color, long sleeve pullover that went to the knees. Upon arrival in the Emergency Department, her internal temperature measured rectally was 42.2 degrees Celsius (107.7 degrees Fahrenheit). No external injuries were noted after examination. The cause of death was ruled Hyperthermia/Heat Exposure.

Incident Site

This incident occurred during the afternoon hours of June, 2009. On the day of incident, the weather almanac reported that the sky was clear and the afternoon temperature ranged from 29 degrees Celsius (84 degrees Fahrenheit) at 1200 hours to a high temperature of 31 degrees Celsius (89 degrees Fahrenheit) at 1654 hours. The average wind speed was 16 km (10 mph) from the northwest.

Research conducted by General Motors and other independent sources indicated that the interior temperature of a parked vehicle generally rises approximately 4 degrees Celsius (40 degrees Fahrenheit) above the ambient temperature over a two hour period. During testing, this temperature differential was observed to occur regardless of the ambient test temperature. Based on the average temperature of the incident day, the interior temperature of the vehicle likely rose to an estimated 51 degrees Celsius (125 degrees Fahrenheit).

The incident occurred on a one-way, two-lane street outside the residence of the driver. The residence was located mid-block in an urban/residence setting. The street was oriented in a northeast/southwest direction. The one-way traffic flow was southwest in direction. Single family homes were located on the south roadside. The Isuzu rodeo was parked along the left curb outside the family's home. **Figure 2** is an aerial view of the incident site.



Figure 2: Aerial view of the incident site.

Incident Sequence

Pre-Incident

On the day of the incident, the 2-year-old female child and seven additional children were under the care of the grandparents. The police investigator indicated that the grandparents and children had just returned from a family outing at a local park. During the 10 minute trip from the park to the residence, the Isuzu was occupied by two adults in the front row, four children, inclusive of the 2-year-old child, in row 2 and four children in the cargo area. The 2-year-old child was restrained within a CRS in the row 2 center position. It was believed that the child was placed in the CRS by one of the older children or climbed into the seat herself. The grandparents did not place the child in the CRS.

The driver/grandfather drove the Isuzu from the park to the family's home to and parked the Isuzu outside the residence on the road side. The vehicle was parked in full sun on the left side of a two-lane, one-way road. The driver/grandfather reported that he typically parked the vehicle in the driveway.

Incident

Upon their return from the outing, the adults exited the vehicle and entered the dwelling with one of the older children to attend to a personal problem. The adults were under the impression that one of the other children would assist the 2-year-old child from the vehicle. Reportedly, the other children exited the vehicle to play leaving the 2-year-old child unattended.

A short time after the family's return from the park, another adult relative arrived at the residence. The grandparents of the child (the driver and front right passenger of the Isuzu) left the property in another vehicle in order run some errands. When the grandparents returned to the residence, they discovered that the 2-year-old child was missing.

Post-Incident

Approximately 2-1/2 hours had elapsed from the time the family had initially returned from the park until her discovery within the Isuzu. She was still restrained within the CSS and was unresponsive. The police were alerted of the incident via the 9-1-1 emergency system. The police arrived on scene within 4 minutes of the call and initiated Cardio-Pulmonary Resuscitation (CPR) until the arrival of Emergency Medical Services (EMS). The child was transported by ground ambulance to a pediatric trauma center and pronounced deceased 31 minutes after the 9-1-1 call. The cause of death was listed as hyperthermia/heat exposure. The child internal rectal temperature was 42.2 degrees Celsius (107.7 degrees Fahrenheit). An interior temperature measurement of the vehicle was not recorded, as the vehicle had vented with open doors for an unknown period of time.

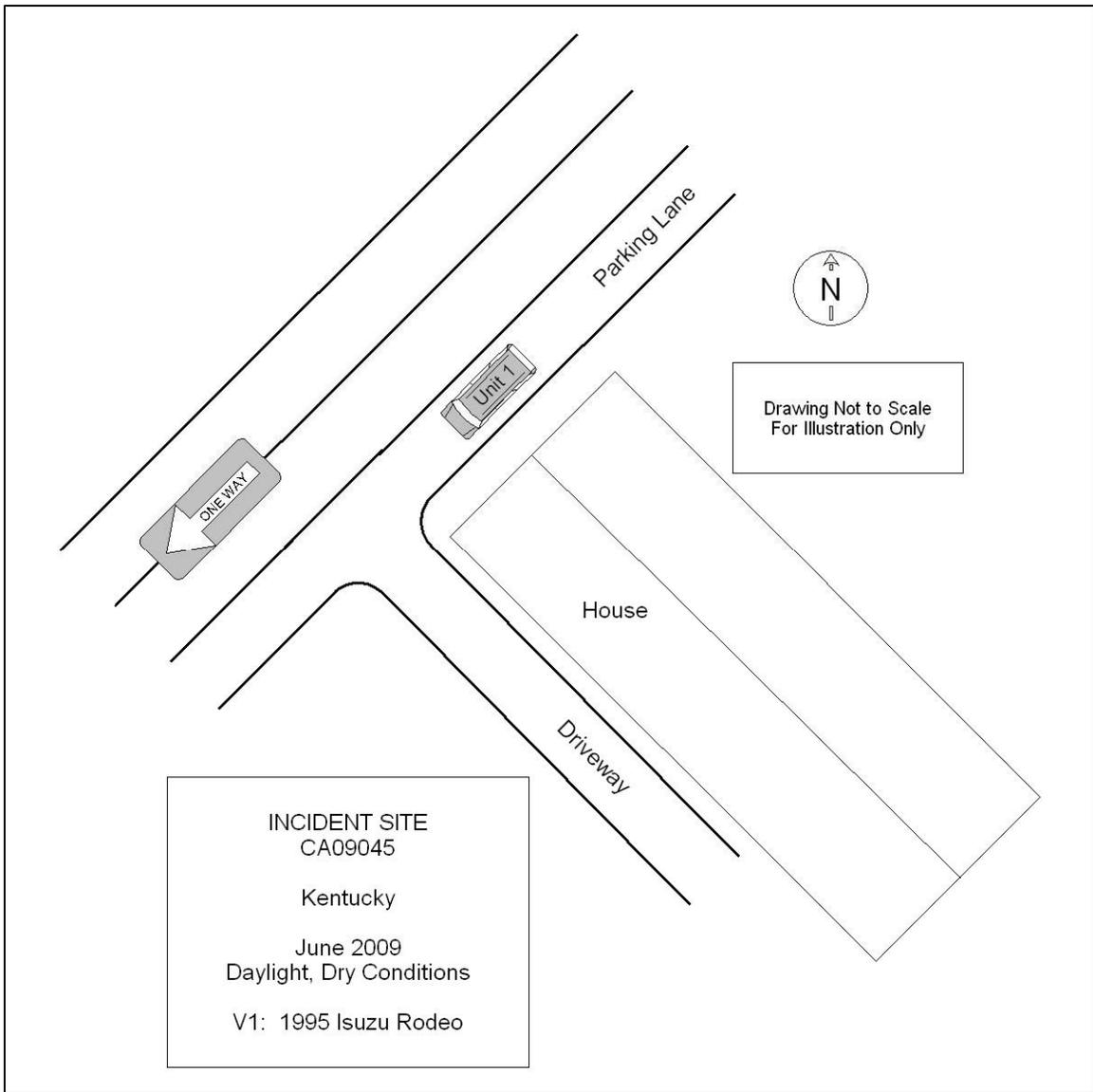


Figure 3: Incident Site Schematic.

ATTACHMENT A:

NITS Forms

1. Case Number

 C A 0 9 0 4 5

IDENTIFICATION

2. Date of Crash 0 6 / X X / 0 9

3. Time of Crash 9 9 9 9

Code reported military time of crash.

NOTE: Midnight = 2400
Unknown = 9999

AMBIENT CONDITIONS

4. Light Conditions

- Daylight
- Dark
- Dark but lighted
- Dawn
- Dusk
- Unknown

5. Atmospheric Conditions
(Select all that apply)

- Clear-No adverse conditions
- Cloudy
- Rain
- Snow
- Fog, Smog, Smoke
- Sleet, Hail (freezing rain or drizzle)
- Blowing Snow
- Severe Crosswinds
- Blowing Sand, Soil, Dirt
- Other (specify): _____
- Unknown

6. Temperature

- Below 0 degrees Celsius (Below 32 F)
- 1-10 degrees Celsius (33-50 F)
- >10-24 degrees Celsius (51-75 F)
- Over 24 degrees Celsius (Over 75 F)
- Unknown

SCENE INFORMATION

7. Type of area in which crash occurred
(Select all that apply)

- Single family residential
- Row houses/townhouses
- Multi family housing
- Commercial
- Industrial
- Rural
- Unknown

8. Driver exterior sightline obstructions
(Select all that apply)

- None
- Other vehicles
- Building
- Trees
- Shrubby
- Other (specify) _____
- Utility poles
- Signs
- Glare
- Unknown
- No driver present

9. Crash location

- Driveway
- Parking Lot
- Sidewalk
- Alley
- Intersection of driveway and sidewalk
- Road / street
- Roadside / shoulder
- Other (specify) _____
- Unknown

10. Non motorist sightline obstructions
(Select all that apply)

- None
- Other vehicles
- Building
- Trees
- Shrubby
- Utility poles
- Signs
- Glare
- Other (specify) No driver present
- Unknown

11. Grade at parked position 9 9 9 %

12. Estimated distance from parked position to impact

 0 0 0 . 0 m

13. Estimated speed at impact 0 0 0 kmph

+ / -

14. Grade at impact 9 9 9 %

15. Estimated distance from impact to vehicle final rest

 0 0 0 . 0 m

Unknown = 999 Reference Items 11,12, 13, 14, 15



VEHICLE FORM

1. Case Number _____

VEHICLE IDENTIFICATION

2. VIN _____

3. Model Year _____

4. Vehicle Make (specify): _____

5. Vehicle Model (specify): _____

GLAZING

| Location | Presence (check) | Status (select) | Clarity (select) | Tint (check) | Glazing Obstructions (specify if present) |
|-----------------------|------------------|--|-------------------------------------|--------------|---|
| Windshield | | Fixed / Closed / Open / Partially Open / Unknown | Clear / Hazy / Very Dirty / Unknown | | |
| LF | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| RF | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| 2 nd Left | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| 2 nd Right | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| 3 rd Left | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| 3 rd Right | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| Backlight | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| Left Backlight | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| Right Backlight | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| Roof | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |
| Other (specify) | | Fixed / Closed / Open / Partially Open | Clear / Hazy / Very Dirty | | |

TIRE DATA

6. Vehicle Manufacturer Recommended Tire Size _____

7. LF Tire Size _____

9. RF Tire Size _____

8. LR Tire Size _____

10. RR Tire Size _____

Seats / Head Restraint Data

| Seat Position | Seat Type (Select from below) | Head Restraint (Check if available) | Head Restraint Adjustment (select) | NOTES: Vehicle was not inspected; Vehicle images were not available. Head restraint data was unknown. |
|------------------------|-----------------------------------|--|---|---|
| Front Left | 1 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| Front Middle | 0 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| Front Right | 1 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| 2 nd Left | 4 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| 2 nd Middle | 4 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| 2 nd Right | 4 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| 3 rd Left | 0 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| 3 rd Middle | 0 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |
| 3 rd Right | 0 | <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Full Down / Mid / Full Up | |

Seat Type codes:

- | | |
|---|--------------------------------------|
| 0 = No seat or seat folded down | 8 = Pedestal (i.e. column supported) |
| 1 = Bucket | 9 = Box mounted (i.e. van type) |
| 2 = Bucket w/ folding back | 10= Other seat type (specify) |
| 3 = Bench | 99= Unknown seat type |
| 4 = Bench with folding back cushions | |
| 5 = Bench w/ folding back | |
| 6 = Split bench w/ separate back cushions | |
| 7 = Split bench w/ separate folding back | |

VEHICLE MEASUREMENTS

| Clearance Heights | Measurements (all from ground, and in centimeters) | NOTES |
|-------------------------------|---|-------|
| Beltline | n/a | |
| Top of trunk/tailgate | n/a | |
| Bottom of bumper | n/a | |
| Trailer hitch (if applicable) | n/a | |
| Undercarriage | | |
| Sway bar | n/a | |
| Axle | n/a | |
| Differential | n/a | |
| Other (specify): | n/a | |
| Sensor Height (if equipped) | n/a | |
| Camera Height (if equipped) | n/a | |



Back Up / Parking Aid Form

1. Case Number

 C A 0 9 0 4 5

PARKING AID PRESENCE

2. Type of backing/parking aid present

- OEM camera
- OEM ultrasonic/radar sensor
- OEM combination camera-ultrasonic/radar sensor
- OEM Fresnel lens
- OEM interior mirrors
- Aftermarket camera
- Aftermarket ultrasonic/radar sensor
- Aftermarket combination camera-ultrasonic radar sensor
- Aftermarket Fresnel lens
- Aftermarket interior mirrors
- Other (specify): _____

CAMERA INFORMATION

Specify field of view measurements on diagram

3. System make/model

4. Video monitor type

- None present
- LCD (color)
- CRT (black & white)
- Unknown

5. Video display size _____ cm
(Diagonal)

6. Camera location

- None present
- Bumper
- License plate
- Tailgate/Hatch/Trunk
- Other (specify): _____

7. Video image quality under scene lighting conditions

- None present
- Good
- Average
- Poor (specify): _____
- Unknown

8. Was the camera functioning properly

- None present
- Yes
- No, poor image quality due to glare
- No, poor image quality due to atmospheric conditions
- No, camera turned off
- No, camera inoperable
- Unknown

ULTRASONIC/RADAR SENSOR

Specify object detection range on diagram

9. System make/model

10. Auditory warning illumination

- No sensor present
- Yes
- No
- Unknown

11. Number of sensors _____

12. Sensor locations

(Select all that apply)

- No sensor present
- Left bumper
- Center bumper
- Right bumper
- License plate area
- Tailgate/Hatch/Trunk

13. Was warning system functioning properly

- No sensor present
- Yes, system alerted driver
- No, system did not alert driver
- No, system turned off
- No, system inoperable
- Unknown

Not Applicable

14. Did driver react to warning

- No sensor present
- Yes
- No
- Unknown
- Sensor present, did not sound

15. Did driver report common false warnings

- No sensor present
- Yes
- No
- Unknown

Not Applicable

No Driver Present



Undo Not Applicable

U.S. Department of Transportation
National Highway Traffic Safety Administration

DRIVER FORM

Special Crash Investigations
Not In Traffic Surveillance

1. Case Number
 C A 0 9 0 4 5

DRIVER PROFILE

2. Driver's Age ___ ___
99 = Unknown

3. Driver's Sex Male
 Female
 Unknown

4. Driver's Height ___ ___ ___ cm
999 = Unknown

5. Driver's Weight ___ ___ ___ kg
999 = Unknown

6. Driver eyewear worn
(Select all that apply)
 None
 Eyeglasses
 Sunglasses
 Contacts
 Unknown

7. Driver vision deficiency condition
(Select all that apply)
 None
 Near sighted
 Far sighted
 Astigmatism
 Other (specify): _____
 Unknown

8. Non motorist's relationship to driver
 No relationship
 Child
 Grandchild
 Sibling
 Neighbor
 Friend
 Other (specify): _____
 Unknown

DRIVER ACTIONS

9. Driver approach to vehicle for entry
 From left front
 From left
 From left rear
 From right rear
 From right front
 Circled vehicle
 Return trip (backing into driveway/lot)
 Other (specify): _____
 N/A
 Unknown

10. Driver entry interruption
(Select all that apply)

- Direct trip from building to vehicle
- Loaded items into vehicle
- Spoke with family
- Spoke with neighbors
- Spoke with contacted nonmotorist
- Return trip (backing into driveway/lot)
- Other (specify): _____
- N/A
- Unknown

11. Purpose of backing

- Leaving parking space in parking lot
- Backing onto roadway from driveway
- Entering parking space in parking lot
- Backing into driveway from roadway
- Other (specify): _____
- N/A
- Unknown

12. Where was driver going

Description:

13. Driver in a hurry

- Yes N/A
- No Unknown

14. How did driver check behind (rear area of vehicle) after vehicle entry

(Select all that apply)

- Did not look
- Checked mirrors
- Turned right and looked back
- Turned left and looked back
- Viewed Camera
- Listened for auditory/visual warning from system
- Other (specify): _____
- N/A Unknown

15. Estimated time between vehicle entry and start of backing

- 0-10 Seconds Over 60 Seconds
- 11-30 Seconds N/A
- 31-60 Seconds Unknown

Not Applicable

16. What direction was the driver looking during backing maneuver
(Select all that apply)

- Straight ahead
- Right
- Left
- Rearward
- At object inside the car
- At mirrors
- Other (specify): _____
- N/A
- Unknown

17. Was the driver distracted during back up maneuver
(Select all that apply)

- No non-driving activities
- External**
- Looking at other vehicles
- Looking at other non motorist
- Looking at intended turn destination
- External focus, not specified
- Other external focus (specify): _____

- Internal**
- Looking at other occupant
- Talking to passenger
- Dialing phone
- Talking on phone
- Listening to radio/portable playback device
- Adjusting radio/cd player
- Adjusting climate controls
- Using a device/controls integral to vehicle (specify): _____
- Reading/adjusting navigation system
- Eating or drinking
- Smoking related
- Retrieving fallen object (specify): _____
- Internal focus, not specified
- Focused on other internal object (specify): _____
- N/A
- Unknown

18. Driver avoidance actions prior to impact
(Select all that apply)

- None
- Braking
- Steering left
- Steering right
- Accelerating
- Other (specify): _____
- N/A
- Unknown

19. Did driver see struck non motorist prior to impact
(Select all that apply)

- No, never saw non motorist
- Saw non motorist prior to entering vehicle
- Saw non motorist after entering vehicle
- Other (specify): _____
- N/A Unknown

20. Est time between start of backing and impact

- <2 or = 1 second
- 2-5 seconds
- 6-10 seconds
- > 10 seconds
- N/A Unknown

21. Driver interior sightline obstructions
(Select all that apply)

- Pillar Other occupant
- Headrest Other (specify) _____
- Cargo Unknown
- None

22. Recent experience driving this vehicle

- More than 10 times the last three months
- 6-10 times the last three months
- 2-5 times the last three months
- Less than 2 times the last three months
- First time driving this vehicle
- N/A
- Unknown

23. Frequency of driving in this parking lot/driveway

- Daily
- Weekly
- Several times a month
- Monthly
- Rarely
- First time in lot/driveway
- N/A Unknown

24. Driver Impairment
(Select all that apply)

- No drugs or alcohol present
- Alcohol present (specify BAC): _____
- Drugs present (specify): _____
- Unknown

25. Source of alcohol/drug results

- Police reported
- Medical record
- Other (specify) _____
- Not Tested
- Unknown if tested

Not Applicable



Not Applicable

U.S. Department of Transportation
National Highway Traffic Safety Administration

Non Motorist Form

Special Crash Investigations
Not In Traffic Surveillance

1. Case Number
 C A 0 9 0 4 5

NON-MOTORIST PROFILE

2. Non-motorist's Age 0 2 Months
 Years
99 = Unknown

3. Non-motorist's Sex
 Male
 Female
 Unknown

4. Non-motorist's Height 9 9 9 cm
999 = Unknown

5. Non-motorist's Weight 9 9 9 kg
999 = Unknown

6. Medical outcome
 Not injured
 ER only
 Hospitalized 1-4 days
 Hospitalized 5 days or more
 Treatment later
 Fatal
 Unknown

7. Source of most severe injury
 Bumper
 Tire
 Undercarriage
 Other Specify: Hyperthermia
 Ground
 N/A
 Unknown

8. Non-motorist impairment
(Select all that apply)
 No drugs or alcohol present
 Positive for alcohol (specify BAC): _____
 Positive for drugs (specify): _____
 Unknown

9. Source of alcohol/drug results
 Police reported
 Medical Report
 Other (specify) _____
 Not Tested
 Unknown if tested

NON-MOTORIST ACTIONS

10. Non-motorist attitude
 Standing
 Bending at waist
 Sitting
 Crouching
 Kneeling
 On skates/skateboard
 On bike/scooter
 Other (specify) in a CRS
 Unknown

11. Non-motorist motion
 Not moving
 Walking slowly
 Walking rapidly
 Running or jogging
 Skipping/Hopping/Jumping
 Falling/Stumbling/Rising
 On skates/skateboard
 On bike/scooter
 Other (specify): in a CRS
 Unknown

12. Non-motorist approach relative to rear of vehicle
 Stationary
 From left
 From right
 From behind
 Other (specify): N/A
 Unknown

13. Non-motorist first avoidance action
 No avoidance actions
 Stopped
 Accelerated pace
 Ran away (along vehicle path)
 Jumped
 Turned away from vehicle
 Turned toward vehicle and braced
 Dove or fell away from vehicle
 Other (specify): N/A
 Unknown

14. Non-motorist primary focus of attention
 Striking vehicle
 Play object
 Person
 Surrounding traffic
 Animal
 Handheld electronic (phone, MP3 player, etc.)
 Other Object (specify) N/A
 Unknown

15. Were any other Non-motorists present?
(Select all that apply)
 Alone
 One adult present
 One other child present
 Multiple adults present
 Multiple children present
 Unknown

NON MOTORIST CLOTHING

NOTES:

- Specify Color, Fabric and Texture/Weight for outermost layer only
- Indicate "NONE" if applicable
- Available codes:

| | | | | | | | |
|----------------|-----------------|--|----------------|--|-----------------|--|----------------|
| | <u>Colors</u> | | <u>Fabrics</u> | | <u>Textures</u> | | <u>Weights</u> |
| Black | Charcoal gray | | Natural | | Soft | | Heavy |
| Lt gray/silver | Brown | | Synthetic | | Slick | | Medium |
| Gold/tan | Purple | | Blend | | Coarse | | Light |
| Dark blue | Light blue | | | | | | |
| Dark green | Light green | | | | | | |
| Maroon | Red | | | | | | |
| Orange | Yellow | | | | | | |
| White | Other (specify) | | | | | | |
| Pink | | | | | | | |

| | Clothing | Color | Fabric | Texture | Weight |
|------------|---------------------------|--------------------|--------|---------|--------|
| HEADWEAR | Hat | Unknown | | | |
| | Helmet | Unknown | | | |
| | Hood | Unknown | | | |
| | Other (specify): _____ | Unknown | | | |
| | Unknown | | | | |
| UPPER BODY | Short Sleeve | Unknown | | | |
| | Long Sleeve | Other: Multi-color | | | |
| | Light Jacket | Unknown | | | |
| | Heavy Jacket | Unknown | | | |
| | Other (Specify): _____ | Unknown | | | |
| | Unknown | | | | |
| LOWER BODY | Shorts | Unknown | | | |
| | Pants | Unknown | | | |
| | Shoes | Unknown | | | |
| | Other (specify): _____ | Unknown | | | |
| | Unknown | | | | |