



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

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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.

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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 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.

REMOTE AIR BAG REPORT

FLEET - PRIVATE VEHICLE
LOCATION - [REDACTED] OHIO
CASE NO. - 91-01

Submitted By:

[REDACTED]
Research Scientist

Transportation Research Center
Indiana University
Bloomington, Indiana

[REDACTED] 1991

Transportation Research Center
Indiana University
Remote Air Bag Case No. 91-01

Summary

This report concerns a motor vehicle accident involving an air bag equipped 1990 Chrysler Lebaron and a 1982 Ford F600 straight truck occurring on [REDACTED], 1990 at [REDACTED] in Dayton, Ohio on an urban Interstate Highway.

The Lebaron was traveling north in the east (right) northbound lane of a six-lane divided trafficway (3 lanes northbound, 3 lanes southbound) when it impacted the straight truck which was stopped, providing security for street maintenance personnel ahead, in the same lane on the same northbound roadway. The Lebaron rotated slightly clockwise after impact and came to rest obstructing the right (east) half of the center northbound travel lane. The straight truck remained essentially in its original position after impact (i.e., the east northbound lane).

The front of the Lebaron impacted the rear of the truck-mounted attenuator, which was attached to the rear of the straight truck. The CDC is estimated as: 12-FDEW-3 for the Lebaron. CDC is not applicable for the straight truck. No reconstruction program was used on this collision.

The 1990 Chrysler Lebaron was equipped with a driver supplemental restraint system (air bag) which deployed as a result of the frontal impact. The driver of the vehicle (40 year-old female) was also restrained by the active three-point lap and shoulder belt. She sustained minor (AIS-1) facial lacerations and other minor injuries. The driver of the Chrysler was listed on the Police Accident Report as sustaining a "B" (nonincapacitating-evident, possible) injury as a result of this accident. The driver (47 year-old male) of the Ford was listed on the Police Accident Report as sustaining a "C" (possible) injury.

TRC/IU REMOTE AIR BAG REPORT

FLEET - PRIVATE VEHICLE
LOCATION - ██████████ OHIO
CASE NO. - 91-01

ACCIDENT DATA

Location/Street: Urban Interstate
City/Township: ██████████ Ohio
Area/Type: Urban, commercial
Accident Date/Time: ██████████ ██████████ 199█ a.m.
Investigating Police Agency: ██████████ Police Department
Accident Type: Car / Medium Truck - rear-end
Occupant Injury Severity (air bag vehicle): Minor injury (AIS-1)

AMBIENT CONDITIONS

Light conditions: Daylight
Weather Condition: Clear
Precipitation: None
Road Surface: Dry

ROADWAY

| | <u>Case Vehicle</u> | <u>Vehicle #2</u> |
|-------------------------|---------------------|-------------------|
| Location: | Urban interstate | Urban interstate |
| Number of Travel Lanes: | 3-lanes, divided | 3-lanes, divided |
| Surface Type: | Asphalt | Asphalt |
| Vertical alignment: | Level | Level |
| Horizontal alignment: | Straight | Straight |
| Traffic Density: | Moderate | Moderate |
| Speed Limit: | 55 m.p.h. | 55 m.p.h. |

ROADWAY (CONT'D.)

| | <u>Case Vehicle</u> | <u>Vehicle #2</u> |
|-------------------|--|-------------------|
| Traffic Controls: | Truck-mounted flashing lane control arrow | Unknown |

VEHICLES

| | <u>Case Vehicle</u> | <u>Vehicle #2</u> |
|---------------------------|---------------------|-------------------|
| Year: | 1990 | 1982 |
| Make: | Chrysler | Ford |
| Model: | Lebaron | F600 |
| Body Type: | 2-door convertible | Straight truck |
| V.I.N.: | 1C3XJ4536LG----- | Unknown |
| Mileage: | Approximately 2,500 | |
| Securiflex windshield: | None | |
| Windshield damage/source: | Yes/hood | |
| Fleet: | Private vehicle | |
| Tow status: | Towed due to damage | Driven |
| Reported Defects: | None | None |

VEHICLE DAMAGE

| | <u>Case Vehicle</u> | <u>Vehicle #2</u> |
|--------------------------|---------------------|-------------------|
| <u>Deployment Impact</u> | | |
| Object Struck: | Vehicle #2 | Case vehicle |
| Event number: | 1 | 1 |
| Damage location: | Front | Rear |
| CDC: | 12-FDEW-3 | Not applicable |
| Estimated Maximum Crush: | 20-24 inches | |

VEHICLE DAMAGE (CONT'D.)

| | <u>Case Vehicle</u> | <u>Vehicle #2</u> |
|--------------------------|--|--------------------------|
| <u>Deployment Impact</u> | | |
| Damage components: | Front bumper, LF turn signal assembly, front grille, hood, RF fender, windshield, right A-pillar, right outside rear-view mirror, right door panel | Truck-mounted attenuator |
| Repair Estimate: | Totalled | |
| Interior damage: | Right instrument panel, right A-pillar, radio | |

COLLISION SEQUENCE

The case vehicle (Lebaron) was traveling north in the first lane (east northbound lane) of a 6-lane divided urban interstate (3 lanes northbound, 3 lanes southbound) and was attempting to continue in its direction of travel. Vehicle #2 was traveling north in the same lane and was stopped providing security for street maintenance personnel ahead. The accident occurred on a straight and level segment of the east northbound lane.

The front of the case vehicle impacted the rear of the truck-mounted attenuator, which was attached to the rear of vehicle #2, causing the driver side supplemental restraint system (air bag) to deploy. The case vehicle rotated slightly clockwise after impact and came to rest obstructing the right (east) half of the center northbound travel lane. Vehicle #2 remained essentially in its original position after impact (i.e., the east northbound lane).

The driver of the case vehicle indicated that she was wearing the available lap/shoulder restraint at the time of the accident. The driver sustained: a small laceration over the right eyebrow, small cut over bridge of nose between eyebrows, slight chin abrasion, left wrist laceration, contusion right forearm, and multiple (unspecified) contusions. All injuries are AIS-1. She was transported by ambulance to a medical facility where the driver was treated and released. In addition, the driver missed one day of work as a result of this accident.

DRIVER DATA

| | <u>Case Vehicle</u> | <u>Vehicle #2</u> |
|---------|---------------------|-------------------|
| Age: | 40 | 47 |
| Sex: | Female | Male |
| Height: | 63 inches | |

DRIVER DATA (CONT'D.)

| | <u>Case Vehicle</u> | <u>Vehicle #2</u> |
|--------------------------------|--|-------------------|
| Weight: | 125 pounds | |
| Occupation: | Professor | |
| Active Restraint System/Usage: | 3-point lap and shoulder belt/used | |
| Usage Source: | Driver | |
| Eye glasses/contacts: | None; was wearing nonprescription sunglasses at time of accident | |
| Vehicle Familiarity: | Two months | |
| Route Familiarity: | Daily | |
| Trip Plan: | To work | |
| Manner of Leaving Scene: | Ambulance | |
| Type of Medical Treatment: | Treated and released | |

DRIVER INJURIES

| <u>Injury</u> | <u>Severity (AIS)</u> | <u>Source</u> |
|--|-----------------------|---------------|
| Laceration over right eyebrow and over bridge of nose between eyebrows | FSLI-1 | air bag |
| Laceration left wrist | WLLI-1 | unknown |
| Multiple contusions | OWCI-1 | unknown |
| Abrasion chin | FIAI-1 | air bag |
| Contusion right forearm | RRCI-1 | radio |

ATTACHMENTS

Police Report
 Vehicle Photographs Case Vehicle
 Vehicle Photographs Vehicle #2
 Truck-Mounted Attenuator (TMA) Promotional Literature
 NASS CDS Interview Form--injury data page
 NASS CDS Occupant Injury Form

OHIO TRAFFIC CRASH REPORT

OH-1 (Rev. 1-82)

| | | | | | | | | |
|---|--|---|--|---|--|--------------------------------------|--|---|
| LOC. REP. [REDACTED] | <input checked="" type="checkbox"/> OH-2 <input checked="" type="checkbox"/> OH-3 | REPORTING AGENCY [REDACTED] | [REDACTED] | | ODHS USE ONLY DO NOT MARK ABOVE | | LOCAL FILE NO. | |
| REPORT TAKEN <input type="checkbox"/> AT STATION <input checked="" type="checkbox"/> AT SCENE | NO. OF VEH. PEDESTRIANS INVOLVED 2 | CRASH SEVERITY (CHECK MOST SEVERE) <input type="checkbox"/> FATAL <input checked="" type="checkbox"/> INJURY <input type="checkbox"/> PROPERTY DAMAGE ONLY | | COMBINED VEH/PROP LOSS <input checked="" type="checkbox"/> OVER \$150 <input type="checkbox"/> UNDER \$150 | HIT SKIP <input type="checkbox"/> SOLVED <input type="checkbox"/> UNSOLVED | | | |
| IN COUNTY OF [REDACTED] | | IN CITY <input checked="" type="checkbox"/> VILLAGE <input type="checkbox"/> TWP <input type="checkbox"/> | | DATE OF CRASH [REDACTED] 90 | DAY [REDACTED] | TIME: MILITARY 0930 | | |
| CRASH OCCURRED ON I- [REDACTED] N.B. | | | | WITHIN THE INTERSECTION OF | | | | |
| IF NOT IN INTERSECTION | | (LIST NEAREST INTERSECTING STREET, MILEPOST, HOUSE NO.) | | | | CITY CODE | | |
| MILES: 1.20 FEET | | W ③ E | | OF MILEPOST [REDACTED] | | | | |
| LOG-1 | LOG-2 | LOC | JUR | FHE | FLT | DESC | | |
| A UNIT NO. 1 | NO. OF OCCUPANTS 1 | OPERATING <input checked="" type="checkbox"/> | PARKED <input type="checkbox"/> | DRIVERLESS <input type="checkbox"/> | HIT & RUN <input type="checkbox"/> | NON-CONTACT <input type="checkbox"/> | INSURANCE CO. OR AGENT [REDACTED] | |
| DRIVER-PEDESTRIAN NAME (LAST, FIRST, MI) [REDACTED] | | | | ADDRESS (NO., STREET, CITY, STATE, ZIP CODE) [REDACTED] | | | | |
| PHONE NO. [REDACTED] | BIRTH DATE [REDACTED] | AGE 40 | SEX F | SOCIAL SECURITY NO. [REDACTED] | STATE OH | DRIVER'S LICENSE NO. [REDACTED] | OCCUPATION TEA. HGR. | |
| OWNER (IF SAME AS DRIVER, WRITE SAME) SAME | | | | ADDRESS | | PHONE | | |
| VEH YR 90 | MAKE CHRYSLER | MODEL LEBARON | COLOR GRAY | STYLE 2 DR | STATE OH | LICENSE PLATE NO. [REDACTED] | TOWING SERVICE [REDACTED] | |
| CIRCLE DAMAGE AREAS | | 9 TOP 10 UNDERCAR 11 LOAD 12 TRAILER | DAMAGE SEVERITY <input type="checkbox"/> NON-FUNCTIONAL <input type="checkbox"/> FUNCTIONAL <input checked="" type="checkbox"/> DISABLING | DAMAGE SCALE <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT <input checked="" type="checkbox"/> HEAVY | VEHICLE DISPOSITION <input type="checkbox"/> DRIVEN AWAY <input type="checkbox"/> REMAINED AT SCENE <input checked="" type="checkbox"/> TOWED | | FIRE <input checked="" type="checkbox"/> NO FIRE <input type="checkbox"/> FIRE DUE TO CRASH <input type="checkbox"/> OTHER FIRE | |
| B UNIT NO. 2 | NO. OF OCCUPANTS 1 | OPERATING <input checked="" type="checkbox"/> | PARKED <input type="checkbox"/> | DRIVERLESS <input type="checkbox"/> | HIT & RUN <input type="checkbox"/> | NON-CONTACT <input type="checkbox"/> | INSURANCE CO. OR AGENT [REDACTED] | |
| DRIVER/PEDESTRIAN NAME (LAST, FIRST, MI) [REDACTED] | | | | ADDRESS (NO., STREET, CITY, STATE, ZIP CODE) [REDACTED] | | | | |
| PHONE NO. [REDACTED] | BIRTHDATE [REDACTED] | AGE 47 | SEX M | SOCIAL SECURITY NO. [REDACTED] | STATE OH | DRIVER'S LICENSE NO. [REDACTED] | OCCUPATION Equip. up. | |
| OWNER (IF SAME AS DRIVER, WRITE SAME) City of [REDACTED] | | | | ADDRESS | | PHONE [REDACTED] | | |
| VEH YR 82 | MAKE FORD | MODEL F-600 | COLOR YEL | STYLE TRK | STATE OH | LICENSE PLATE NO. [REDACTED] | TOWING SERVICE NONE | |
| CIRCLE DAMAGE AREAS | | 9 TOP 10 UNDERCAR 11 LOAD 12 TRAILER | DAMAGE SEVERITY <input type="checkbox"/> NON-FUNCTIONAL <input checked="" type="checkbox"/> FUNCTIONAL <input type="checkbox"/> DISABLING | DAMAGE SCALE <input type="checkbox"/> NONE <input type="checkbox"/> LIGHT <input checked="" type="checkbox"/> MODERATE <input type="checkbox"/> HEAVY | VEHICLE DISPOSITION <input checked="" type="checkbox"/> DRIVEN AWAY <input type="checkbox"/> REMAINED AT SCENE <input type="checkbox"/> TOWED | | FIRE <input checked="" type="checkbox"/> NO FIRE <input type="checkbox"/> FIRE DUE TO CRASH <input type="checkbox"/> OTHER FIRE | |
| C FROM UNIT NO. | NAME (LAST, FIRST, MI) | | BIRTHDATE | AGE | POSITION | | INJURIES | |
| | ADDRESS | | PHONE | SEX | A B C D E F | A B C D E F | | |
| D FROM UNIT NO. | NAME (LAST, FIRST, MI) | | BIRTHDATE | AGE | POSITION | | INJURIES | |
| | ADDRESS | | PHONE | SEX | A B C D E F | A B C D E F | 1 FATAL 2 SERIOUS VISIBLE 3 MINOR VISIBLE 4 NO VISIBLE INJURY 5 NOT INJURED | |
| E FROM UNIT NO. | NAME (LAST, FIRST, MI) | | BIRTHDATE | AGE | POSITION | | INJURIES | |
| | ADDRESS | | PHONE | SEX | A B C D E F | A B C D E F | CONDITION 1 APPARENTLY NORMAL 2 SICK 3 FATIGUED 4 APPARENTLY ASLEEP 5 PHYSICAL DEFECT 6 OTHER CONDITION 7 UNKNOWN | |
| F FROM UNIT NO. | NAME (LAST, FIRST, MI) | | BIRTHDATE | AGE | POSITION | | INJURIES | |
| | ADDRESS | | PHONE | SEX | A B C D E F | A B C D E F | | |
| INJURED TAKEN TO [REDACTED] BY MEDIC [REDACTED] | | | | RESTRAINTS A 7 B C D E F | | | | ALCOHOL A TESTED B TESTED 1 NOT USED 2 NONE AVAILABLE 3 LAP BELT USED 4 LAP/SHOULDER BELT USED 5 SHOULDER BELT USED 6 CHILD SAFETY SEAT 7 AIR BAG USED 8 USE NOT REPORTED |
| INJURED TAKEN TO [REDACTED] BY [REDACTED] | | | | ALCOHOL A TESTED B TESTED 1 NOT USED 2 NONE AVAILABLE 3 LAP BELT USED 4 LAP/SHOULDER BELT USED 5 SHOULDER BELT USED 6 CHILD SAFETY SEAT 7 AIR BAG USED 8 USE NOT REPORTED | | | | DRUGS A TESTED B TESTED 1 NO ALCOHOL DETECTED 2 HBD ABILITY IMPAIRED 3 HBD ABILITY NOT IMPAIRED 4 HBD ABILITY UNKNOWN |
| OFFENSE CHARGED AND DESCRIPTION O.R.C. CITY ORD: 71.50 ASSURED CLEAR DISTANCE | | | | EJECTION A B C D E F | | | | DRUGS A TESTED B TESTED 1 NOT EJECTED 2 PARTIAL 3 TOTAL 4 TRAPPED INSIDE VEHICLE |
| OFFENSE CHARGED AND DESCRIPTION | | | | EJECTION A B C D E F | | | | DRUGS A TESTED B TESTED 1 NO DRUGS DETECTED 2 USING PRESCRIBED DRUG 3 USING ILLICIT DRUG |
| RECEIVED CALL 0934 | DISPATCHED 0936 | ARRIVED 0942 | CLEARED 1142 | OTHER TIME | TOTAL MINUTES 120 | | | |
| DATE REPORT FILED [REDACTED] 90 | PHOTOS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | OFFICER'S NAME [REDACTED] | SERGEANT NO. [REDACTED] | CHECKED BY [REDACTED] | | | | |

DRIVER-PEDESTRIAN-VEHICLE SECTION

OCCUPANT SECTION

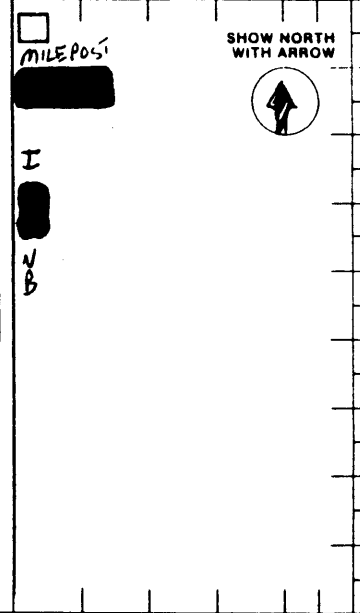
POLICE ACTION

DESCRIBE WHAT HAPPENED
REFER TO UNITS
BY NUMBER

AT ABOUT 0930 HOURS ON [REDACTED] 1990 CAR #1 WAS TRAVELING

NORTH ON I- [REDACTED] AT APPROXIMATELY 55 MPH IN THE FIRST LANE FROM EAST
CURB AND WHEN 120 FEET SOUTH OF MILEPOST # [REDACTED] FAILED TO STOP WITHIN
THE ASSURED CLEAR DISTANCE AHEAD AND COLLIDED WITH THE REAR OF VEHICLE # 2
WHICH WAS ALSO NORTHBOUND IN CURB LANE AND WAS STOPPED 120 FEET SOUTH
OF MP [REDACTED]. FLASHING MERGE LIGHT ON VEHICLE # 2 WAS WORKING
PROPERLY.

| | | | | | |
|--------------------------------------|---|---|----------------------------|--|---|
| WEATHER | | 1 | FIRST HARMFUL EVENT | | 2 |
| 1 NO ADVERSE WEATHER | 4 FOG | | TWO MV IN TRANSPORT | | |
| 2 RAIN | 5 HIGH WIND | | 1 HEAD ON | | |
| 3 SNOW | 6 OTHER | | 2 REAR-END | | |
| ROAD CONDITIONS | | 1 | 3 BACKING | | |
| 1 DRY | 4 ICE | | 4 SIDESWIPE MEETING | | |
| 2 WET | 5 DIRT/SAND | | 5 SIDESWIPE PASSING | | |
| 3 SNOW | 6 OTHER | | 6 ANGLE | | |
| LIGHT | | 1 | ONE MV IN TRANSPORT | | |
| 1 DAYLIGHT | 4 DARK NO LIGHTS | | (COLLISION) | | |
| 2 DAWN | 5 DARK-LIGHTED | | 7 PARKED MOTOR VEH | | |
| 3 DUSK | 6 OTHER | | 8 PEDESTRIAN | | |
| ROAD CONTOUR | | 1 | 9 ANIMAL | | |
| 1 STRAIGHT LEVEL | 3 CURVE LEVEL | | 10 TRAIN | | |
| 2 STRAIGHT GRADE | 4 CURVE GRADE | | 11 PEDALCYCLE | | |
| OCCURRENCE | | 1 | 12 OTHER NON-M V | | |
| 1 ON ROADWAY | 3 OFF RIGHT SIDE | | 13 FIXED OBJECT | | |
| 2 OFF LEFT SIDE | 4 ON OPPOSING LANE OF A DIVIDED HIGHWAY | | 14 OTHER OBJECT | | |
| SPECIAL AREA | | | (NON-COLLISION) | | |
| 1 ROAD CONSTRUCTION MAINTENANCE AREA | 2 SCHOOL ZONE | | 15 FALL FROM OR IN VEH | | |
| | | | 16 OVERTURNING | | |
| | | | 17 OTHER NON-COLLISION | | |
| | | | LOCATION | | |
| | | | 1 INTERSECTION | | |
| | | | 2 INTERSECTION-RELATED | | |
| | | | 3 DRIVEWAY ACCESS | | |
| | | | 4 RAILROAD CROSSING | | |
| | | | 5 BRIDGE-PASSING OVER | | |
| | | | 6 BRIDGE-PASSING UNDER | | |
| | | | 7 NON-INTERSECTION | | |
| | | | 8 PRIVATE PROPERTY | | |
| | | | RAMP LETTER CODE | | |



| | | | | | | | | | | | | | | | |
|--|-----------------------|------------------------------|-----------------------|-----------------------------|-------------------|----------------------------|-------------------|----------------------------|--------------------------------------|--|-------------------------------|--|-------------------------------|-------------------------------|---|
| TYPE OF UNIT | | 1 | A | 3 | B | 2 | 28 | PRE-CRASH ACTIONS | | A | B | CONTRIBUTING FACTOR | | A | B |
| CAR | | BUS | | TRUCK | | EMERGENCY | | DRIVER ACTIONS | | PEDESTRIAN ACTIONS | | DRIVER ERROR | | NON-DRIVER FACTOR | |
| 1 SUB-COMPACT | 16 SCHOOL | 5 PICKUP | 17 CHURCH | 6 PANEL/VAN | 18 PUBLIC BUS | 7 STRAIGHT TRUCK | 19 POLICE VEHICLE | 1 GOING STRAIGHT | 18 CROSSING IN X-WALK | 1 NONE | 18 VEHICLE DEFECTS | 1 NONE | 18 VEHICLE DEFECTS | 19 LOAD SHIFTING | |
| 2 COMPACT | 20 FIRE TRUCK | 8 STRAIGHT TRUCK AND TRAILER | 21 AMBULANCE/RESCUE | 3 MID SIZE | 22 TAXI | 9 TRUCK TRACTOR | 22 TAXI | 2 TURNING RIGHT | 19 CROSSING OTHER THAN X-WALK | 2 FAILURE TO YIELD | 20 PAYEMENT DEFECT | 2 FAILURE TO YIELD | 20 PAYEMENT DEFECT | 21 SHOULDER DEFECT | |
| 4 FULL SIZE | 23 MOTOR HOME | 10 TRACTOR & SEMI-TRAILER | 24 TRAM | 11 TRACTOR & DOUBLE TRAILER | 25 FARM VEHICLE | 11 TRACTOR & SEMI-TRAILER | 25 FARM VEHICLE | 3 TURNING LEFT | 21 WALKING IN ROAD (WITH TRAFFIC) | 3 UNSAFE SPEED | 21 SHOULDER DEFECT | 3 UNSAFE SPEED | 21 SHOULDER DEFECT | 22 DEBRIS ON ROAD | |
| | 26 FARM EQUIPMENT | 11 TRACTOR & DOUBLE TRAILER | 26 FARM EQUIPMENT | 12 TRACTOR & SEMI-TRAILER | 27 SNOWMOBILE | 12 TRACTOR & SEMI-TRAILER | 27 SNOWMOBILE | 4 TURNING ON RED LIGHT | 22 WALKING IN ROAD (AGAINST TRAFFIC) | 4 FOLLOWING TOO CLOSELY OR ACDA | 22 DEBRIS ON ROAD | 4 FOLLOWING TOO CLOSELY OR ACDA | 22 DEBRIS ON ROAD | 23 DOWNED TRAFFIC SIGN/DEVICE | |
| | 28 CONSTRUCTION EQUIP | 13 MC UP TO 350CC | 28 CONSTRUCTION EQUIP | 13 MC UP TO 350CC | 29 ANIMAL W/RIDER | 13 MC UP TO 350CC | 29 ANIMAL W/RIDER | 5 U TURN | 23 WORKING ON ROAD | 5 RAN RED LIGHT | 23 DOWNED TRAFFIC SIGN/DEVICE | 5 RAN RED LIGHT | 23 DOWNED TRAFFIC SIGN/DEVICE | 24 VISION OBSTRUCTION | |
| | 30 ANIMAL W/BUGGY | 14 MC OVER 751CC | 30 ANIMAL W/BUGGY | 14 MC OVER 751CC | 31 BICYCLE | 14 MC OVER 751CC | 31 BICYCLE | 6 STOPPED TO TURN | 24 ENTERING OR LEAVING VEHICLE | 6 RAN STOP OR YIELD SIGN | 24 VISION OBSTRUCTION | 6 RAN STOP OR YIELD SIGN | 24 VISION OBSTRUCTION | 25 ANIMAL ACTIONS | |
| | 32 ALL OTHERS | 15 MC OVER 751CC | 32 ALL OTHERS | 15 MC OVER 751CC | 32 ALL OTHERS | 15 MC OVER 751CC | 32 ALL OTHERS | 8 PARKING/UNPARKING | 25 PUSHING/WORKING ON VEH IN ROAD | 7 IMPROPER TURN | 25 ANIMAL ACTIONS | 7 IMPROPER TURN | 25 ANIMAL ACTIONS | 26 PEDESTRIAN ACTIONS | |
| | P PEDESTRIAN | 16 MOTORIZED BICYCLE | P PEDESTRIAN | 16 MOTORIZED BICYCLE | | 16 MOTORIZED BICYCLE | | 9 PARKED | 26 OTHER IN ROAD | 8 IMPROPER PASSING | | 8 IMPROPER PASSING | | | |
| | | | | | | | | 10 BACKING | 27 ON SIDEWALK OR SHOULDER | 9 IMPROPER LANE CHANGE | | 9 IMPROPER LANE CHANGE | | | |
| | | | | | | | | 11 PASSING | | 10 IMPROPER BACKING | | 10 IMPROPER BACKING | | | |
| | | | | | | | | 12 CHANGING LANES | | 11 IMPROPER START FROM PARKED POSITION | | 11 IMPROPER START FROM PARKED POSITION | | | |
| | | | | | | | | 13 MERGING/EXITING RAMP | | 12 STOPPED OR PARKED ILLEGALLY | | 12 STOPPED OR PARKED ILLEGALLY | | | |
| | | | | | | | | 14 OUT OF CONTROL | | 13 LEFT OF CENTER | | 13 LEFT OF CENTER | | | |
| | | | | | | | | 15 SWERVING | | 14 FAILURE TO CONTROL | | 14 FAILURE TO CONTROL | | | |
| | | | | | | | | 16 DRIVERLESS VEH | | 15 DRIVER INATTENTION | | 15 DRIVER INATTENTION | | | |
| | | | | | | | | 17 OTHER DRV ACTIONS | | 16 DROVE OFF ROAD REASON UNKNOWN | | 16 DROVE OFF ROAD REASON UNKNOWN | | | |
| SPEED | | MC HELMET USE | | TRAFFIC CONTROL | | FIXED OBJECT STRUCK | | TRUCK LOAD | | TRUCK AXLES | | TRACTOR-TRAILER RIGS | | | |
| UNIT | EST. | LEGAL | UNIT | DRIVER | PASS | A | B | A | B | A | B | A | B | | |
| A | 55 | 55 | A | | | 13 | 1 | 1 | 1 | | | | | | |
| B | stopped | 55 | B | | | | | | | | | | | | |
| PLEASE CHECK TO SEE THAT ALL BOXES ARE CLEAR ENOUGH TO BE MICROFILMED. | | | | 1 NO HELMET | | 1 NONE | | 1 EMPTY | | 1 NONE | | 1 TURN SIGNALS | | | |
| | | | | 2 FULL COVERAGE | | 2 UTILITY POLE | | 2 PERISHABLE GOODS | | 2 FAILURE TO YIELD | | 2 HEAD LAMPS | | | |
| | | | | 3 FULL FACIAL COVER | | 3 TRAFFIC SIGN | | 3 GENERAL FREIGHT | | 3 UNSAFE SPEED | | 3 TAIL LAMPS | | | |
| | | | | 4 OTHER TYPE HELMET | | 4 BRIDGE/CULVERT | | 4 METAL/HEAVY MACHINERY | | 4 FOLLOWING TOO CLOSELY OR ACDA | | 4 BRAKES | | | |
| | | | | | | 5 GUARD RAIL | | 5 HAZARDOUS GAS | | 5 RAN RED LIGHT | | 5 STEERING | | | |
| | | | | | | 6 FENCE | | 6 HAZARDOUS LIQUID | | 6 RAN STOP OR YIELD SIGN | | 6 TIRE BLOWOUT | | | |
| | | | | | | 7 TREE | | 7 HAZARDOUS SOLID MATERIAL | | 7 IMPROPER TURN | | 7 WORN OR SLICK TIRES | | | |
| | | | | | | 8 SHRUBBERY | | 8 ROADWAY CROSSBUCKS | | 8 IMPROPER PASSING | | 8 TRAILER EQUIPMENT DEFECTIVE | | | |
| | | | | | | 9 CURB | | 8 RAILROAD FLASHERS | | 9 IMPROPER LANE CHANGE | | 9 MOTOR TROUBLE | | | |
| | | | | | | 10 DITCH | | 9 RAILROAD GATES | | 10 IMPROPER BACKING | | 10 DISABLED FROM PRIOR ACCIDENT | | | |
| | | | | | | 11 EMBANKMENT | | 10 CONSTR BARRICADES | | 11 IMPROPER START FROM PARKED POSITION | | 11 OTHER DEFECTS | | | |
| | | | | | | 12 BUILDING | | 11 POLICE OFFICER | | 12 STOPPED OR PARKED ILLEGALLY | | | | | |
| | | | | | | 13 MAIL BOX | | 12 PAVEMENT MARKINGS | | 13 LEFT OF CENTER | | | | | |
| | | | | | | 14 CONSTRUCTION BARRICADE | | 13 OTHER | | 14 FAILURE TO CONTROL | | | | | |
| | | | | | | 15 FIRE HYDRANT | | PEDESTRIAN | | 15 DRIVER INATTENTION | | | | | |
| | | | | | | 16 OTHER OBJECT | | 14 NO CONTROLS | | 16 DROVE OFF ROAD REASON UNKNOWN | | | | | |
| | | | | | | | | 15 CROSSWALK LINES | | 17 OTHER DRIVER ERROR | | | | | |
| | | | | | | | | 16 WALK/DONT WALK DEVICE | | | | | | | |



01 -- ██████████ 1990
██████████ Ohio
TRC/IU: 91-01, Task: 0071
Lebaron frontal right view



02 -- ██████████ 1990
██████████ Ohio
TRC/IU: 91-01, Task: 0071
Full view of frontal plane

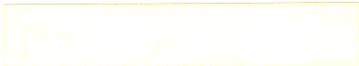


03 - [REDACTED] 1990

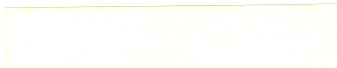
[REDACTED] Ohio

TRC/IU: 91-01, Task: 0071

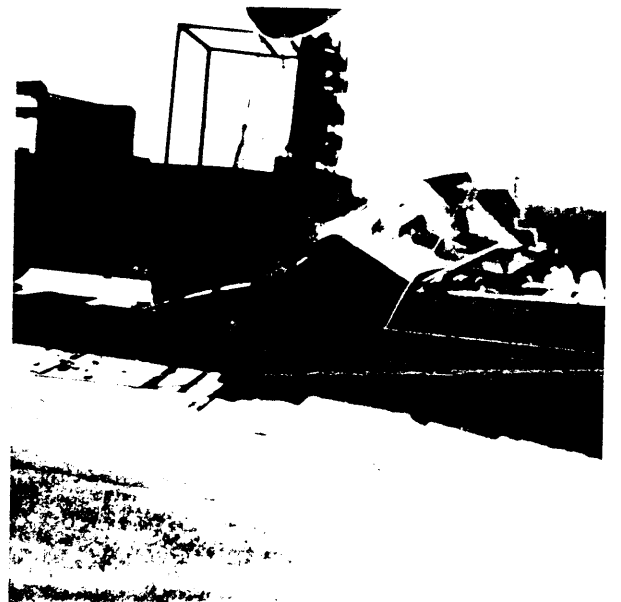
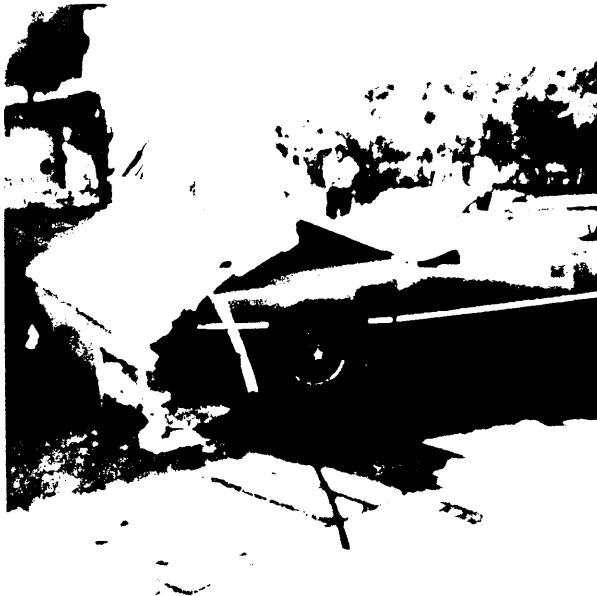
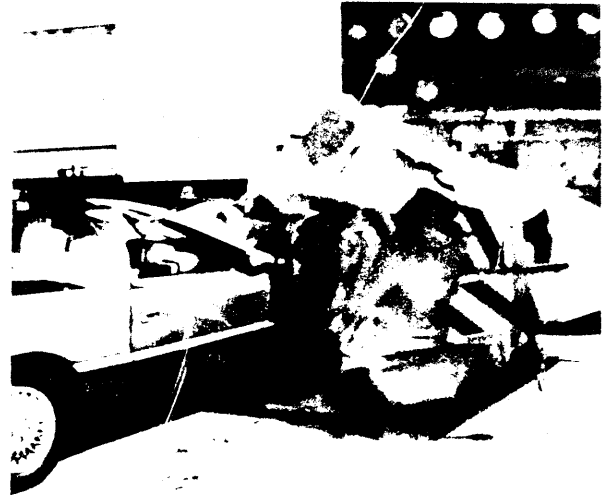
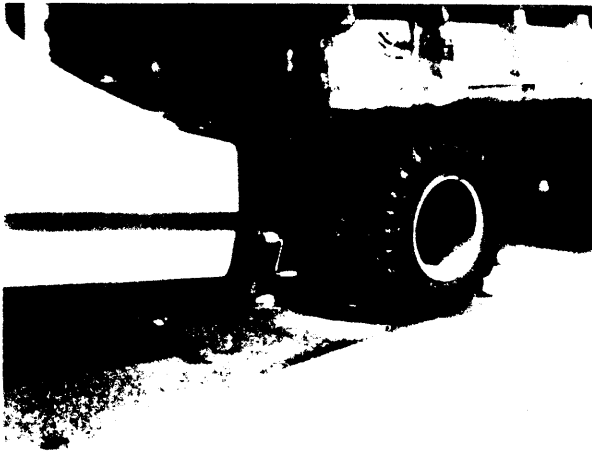
Air bag & instrument panel



04 - ██████████ 1990
██████████ Ohio
TRC/IU: 91-01, Task: 0071
Final rest from back left



05 - ██████████ 1990
██████████ Ohio
TRC/IU: 91-01, Task: 0071
Final rest from left side



The HEX-FOAM TMA

The durable, high-performance, efficient truck-mounted attenuator

- Now meets expanded vehicle weight range • Utilizes the revolutionary Hex-Foam cartridge to increase its lifesaving capability
- Protects maintenance and construction crew members and errant motorists • Attaches and detaches easily • Optional 90° hydraulic tilting for storage convenience

Energy Absorption Systems' Hex-Foam Truck-Mounted Attenuator provides superior portable lifesaving protection for maintenance crews, highway construction workers, and errant motorists.

In numerous tests, the Hex-Foam TMA has proven to be capable of protecting a stationary maintenance vehicle from an impacting vehicle at speeds up to 45 mph. The Hex-Foam TMA has also been proven to maintain a consistently safe deceleration G-level for the expanded 1,600-to-5,400-pound impacting vehicle weight range. (Test reports available upon request.)

The basic lifesaving component of the unit is Hex-Foam, a matrix of hexagon-shaped honeycomb cells filled with polyurethane foam. The two-inch-thick honeycomb cell layers are stacked in a crosshatched fashion.

When Hex-Foam is impacted, it crushes and the walls of one honeycomb layer shear into the walls of the adjoining layer as well

as into the foam. The foam helps stabilize the honeycomb walls to control the resistance that dissipates collision energy, bringing the impacting vehicle to a controlled, safe stop.

As used in the TMA, Hex-Foam is encased in a fiberglass shell with an integral support frame for better weatherability and easier attachment to the truck. The fiberglass shell is bolted onto a lightweight backup that can be disconnected from the truck simply by jacking up the unit (adjustable jacks and jack stands optional) and removing three pins. An optional hydraulic tilting mechanism raises the rear of the unit from the horizontal position for increased mobility over uneven terrain, and it can also be raised to a mechanically locked 90° position for convenient storage of the unit. In all, the TMA system—which includes the Hex-Foam TMA cartridge, integral frame, backup, mounting brackets, optional hydraulic actuator, optional adjustable jacks, and lighting system—weighs only 1,400 pounds.



SEE OTHER SIDE
FOR MORE DESCRIPTIVE
INFORMATION AND
SPECIFICATIONS

The HEX-FOAM TMA

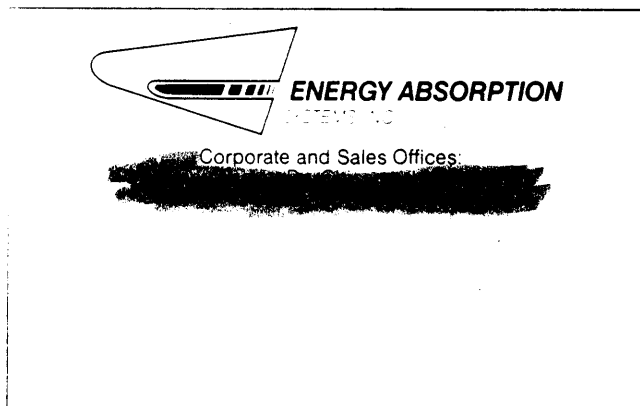
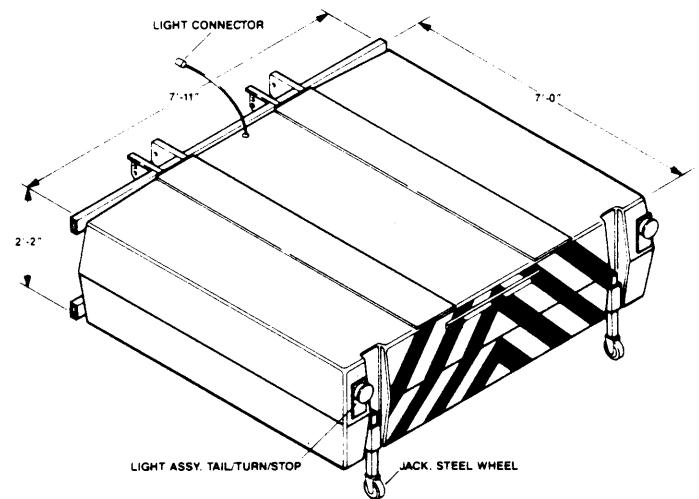


DESIGN ADVANTAGES:

- The Hex-Foam TMA meets 80-hour vibration test specifications.
- The Hex-Foam TMA maintains a consistently safe G-level for 1,600 to 5,400 pound vehicles, making larger, more cumbersome systems unnecessary.
- Durable fiberglass cartridge provides long life under normal use and severe weather conditions.
- Designed for easy replacement of the Hex-Foam TMA cartridge.
- Quick attachment and detachment. Trucks can be used for other purposes by having the total system pin-mounted.
- The TMA is designed to permit tilting of the unit with an optional actuator. Tilt options include:
 - 0° fixed-ability to convert to 90° tilt.
 - 90° tilt with mechanical-locking hydraulics operated at rear of truck (cab-activated switch also available).
- Protects equipment from damage.

APPLICATIONS:

- Ideal protection for maintenance and work crews wherever portability is important.
- Where work crews are moving slowly, followed by a shadow truck, as in striping, sweeping, marking, mowing, and spraying.
- Where stationary work crews are protected by a shadow truck, as in the repair of guardrails, bridges, and road surfaces.
- Wherever there is a need to protect highway work crews.
- Wherever there is a need to protect the errant motorist from impact with the shadow truck.



HEX-FOAM TMA DIMENSIONS:

Length: 84"
 Height: 26"
 Width: 95"
 Maximum Weight: 1,400 lbs (less without options)
 Road Clearance: 10 to 12 inches

HEX-FOAM**TRUCK MOUNTED ATTENUATOR****GENERAL SPECIFICATIONS****I. GENERAL**

- A. All Hex-Foam Truck Mounted Attenuators, hereinafter referred to as Hex-Foam TMA, shall be designed and manufactured by Energy Absorption Systems, Incorporated, of ██████████, Illinois, in accordance with this specification.
- B. The Hex-Foam TMA is a lightweight attenuator system designed for installation at the back of trucks with a 10,000 to 35,000 lb. gross vehicle weight rating.
- C. The truck and TMA combined shall have a roll distance, during an impact by either a 1600 lb or a 5400 lb vehicle at a design speed of 45 mph, of less than 32 ft. for trucks weighing greater than 10,000 lbs. (Less than 20 ft. during impacts with an 1800 lb - 4500 lb vehicle). This distance is dependent on the truck wheels being locked, the transmission in gear, the parking brake set, and the truck situated on clean, dry pavement.

II. PERFORMANCE CRITERIA

- A. The Hex-Foam TMA, when mounted to a truck weighing up to 25,000 lbs. (actual weight), with the transmission in second gear, and the brakes locked, and impacted at 45 mph shall perform as follows:
1. For vehicles weighing up to 5400 lbs, impacting straight into the rear of the TMA the average overall longitudinal deceleration shall be less than 9 g's; the calculated 2 ft. flail space velocity shall be less than 40 ft./sec.; and the 10 millisecond average ride down deceleration shall be less than 20 g's. This is modified Test #50 of NCHRP #230 with a 5400 lb. inertial mass vehicle at 45 mph.
 2. For vehicles weighing 1600 lbs., impacting straight into the rear of the TMA the average overall longitudinal deceleration shall be less than 12 g's; the calculated 2 ft. flail

space velocity shall be less than 40 ft./sec.; and the 10 millisecond average ride down deceleration shall be less than 20 g's. This is modified Test #52 of NCHRP #230 with a 1600 lb. inertial mass vehicle at 45 mph.

3. For vehicles weighing 5400 lbs. impacting the rear of the TMA at a 10-15 degree impact angle 0-3 ft. offset from center, the average overall longitudinal deceleration shall be less than 12 g's; the calculated 2 ft. flail space velocity shall be less than 40 ft./sec.; and the 10 millisecond average ride down deceleration shall be less than 20 g's. This test is modified Test #54 of NCHRP #230, with a 5400 lb. inertial mass vehicle at 45 mph.

All certified test results, associated test reports and films showing ground targets, car targets, and a method of timing for obtaining vehicle speed must be submitted showing that the TMA cartridge assembly the vendor is providing has met all test and performance criteria as called out in these specifications. This report should be in the format of and evaluated by NCHRP #230 guidelines.

All test shall be certified by a registered professional engineer. This engineer's certification document shall be sealed with his Professional Engineer (P.E.) seal and shall be submitted with the bid to supply TMA's.

- B. The Hex-Foam TMA shall be capable of passing the accelerated endurance and weathering test. One (1) Truck Mounted Attenuator assembly (TMA) shall be subjected to the three tests listed in the following sequence:

1. Vibration Test
2. Moisture Test
3. Corrosion Test

1. Vibration Test:

Two vibration tests will be conducted with a standard TMA cartridge. No extra tie-downs, dampeners, or supports not included in the

production model will be allowed. Vibration data forms and vibration test time log forms (attached) are to be used for recording the data required and must be submitted with the bid.

The complete TMA cartridge assembly, shall be weighed prior to and after each vibration test utilizing a certified scale. These certified TMA weights shall be recorded and submitted.

- a. Test No. 1: The TMA cartridge assembly shall be mounted to the vibration apparatus in its normal horizontal operating position (as shown in Figure 1). The indicated measurements shall be recorded prior to, during, and on completion of this vibration test and recorded on the attached vibration data forms.
- b. Test No. 2: The TMA cartridge assembly shall be mounted to the vibration apparatus in a position elevated to 90° (as shown in Figure 2). The indicated measurements shall be recorded prior to, during, and on completion of this vibration test and recorded on the attached vibration data forms.

The test fixture will be free of springs or dampeners, and shall have a pivot point that is located 139 inches + 9 inches from the TMA support structure, and capable of inducing the required frequency and excursion into the attenuator through a mechanically positive system. Photos of the TMA cartridge assembly mounted to the test fixture in the horizontal operating position (Figure 1) and the 90° position (Figure 2) must be submitted, on and/or before the bid opening schedule.

The frequency of the vibration will be 5 Hz to 8 Hz for a period of 40 hours in each test, 80 hours total. Excursion is to be .60 + .05 inch, measured peak to peak vertically at the location where the attenuator attaches to the back support. Measurements before and after the vibration tests will be recorded with the TMA cartridge assembly as shown in Figure 1 mounted in its normal operating position, and as shown in Figure 2 mounted in its 90° ele-

vated position. A 0.50 inch variance of any component dimension, damage to the energy absorbing cells that would affect their performance, or damage to the back support, exterior skin, light bracket attachment, under support, or rear jack attachment will constitute failure of the device.

2. Moisture Test:

The moisture test will be conducted with the complete TMA cartridge equipped as per paragraph 1 of the Vibration Test of these specifications. The complete TMA cartridge shall be weighed prior to and after the moisture test, utilizing a certified scale. These certified TMA cartridge weights will be a part of the test data submitted with the bid.

The above attenuator will be placed in its normal horizontal operating position and subjected to precipitation equivalent to 6 inches of water per hour delivered from nozzles with spray cones, mounted so that the required precipitation is evenly distributed over the entire area of the cartridge top, sides, and ends. After a period of 24 hours, the attenuator will be turned over on its top side and the same precipitation rate continued on its bottom side for 24 hours. The water shall be turned off, the attenuator returned to its normal operating position, and the attenuator will be allowed to drain for 1 hour. The attenuator will then be examined. The complete outer covering of the TMA cartridge assembly shall be removed and the energy absorbing cells shall be examined and photographs of the energy absorbing cells shall be submitted with the moisture test data.

The cells shall be free of moisture absorption and retain 100% of their energy absorbing qualities. The results of the examination of the energy absorbing cells for moisture retention shall be submitted on and or before the bid scheduled opening.

Attenuator cells showing retention of moisture by absorption or any damage whatsoever will constitute failure of the device.

3. Corrosion Test:

A sample of attenuator energy absorbing cell material shall be subjected to a salt spray (fog) test in accordance with ASTM B117-73, Method of Salt Spray (Fog) Testing, for a period of 50 hours and consisting of two (2) periods. Each period shall consist of 24 hours exposure and one (1) hour drying time. The sample taken of the cell structure shall consist of a section with a minimum dimension of 4 cubic inches, and must include any adjacent bonding material. Photographs of the sample cell structure will be made prior to and after removal from the TMA cartridge assembly. Also, photographs will be made of this same cell sample prior to and after the corrosion test. All photographs listed above will be submitted with the corrosion test results.

Immediately after the device has been subjected to the corrosion test, there shall be no evidence of corrosion which would affect the energy absorbing qualities of the sample.

All of the above tests shall be conducted prior to bidding. All test data recorded and test procedures certified by a professional engineer shall be submitted and must show engineering proof that the TMA cartridge assembly has met all the test requirements under "Tests" in these specifications. Only units tests and certified as having been properly tested and passing these tests by a professional engineer will be accepted as meeting this specification. A written copy of test results shall accompany the bid. Failure to provide thorough test procedures, test data and prints traceable to the tested TMA assembly and components, shall be cause for rejection and/or cancellation of the order.

III. DESCRIPTION OF BASIC SYSTEM

- A. Hex-Foam TMA shall consist of three basic components: a crushable Hex-Foam cartridge with fiberglass shell, a backup, and a backup support structure properly designed for attaching the system to the truck. Total weight of the basic system shall be approximately 1400 lbs. The complete Hex-Foam TMA shall be designed to make

attachment, or detachment, from the truck simple and fast, with the major sub-assemblies listed above remaining together when detached from truck.

- B. The Hex-Foam TMA cartridge shall have a standard trailer lighting system, including brake lights, tail lights, turn signals, and ICC bar lights. The wiring from the rear lights shall be routed and secured inside the cartridge. A strain relief connector shall secure the wiring at its exit point. The wiring exit point shall be located along the cartridge centerline within 12" of the cartridge backup.
- C. The standard cartridge will also be equipped with two steel wheeled, rear-mounted jacks, which in their retracted position shall act as skid protectors.
- D. The exposed steel shall be primed and painted yellow. All welding shall be done by or under the direct supervision of a certified welder.
- E. The rear facing surface of the cartridge shall have a 4" wide black on yellow inverted "V" chevron pattern.

IV. OPTIONAL ACCESSORIES

- A. Two front hand crank jacks with swivel casters attached to the backup for removing unit from truck for storage.

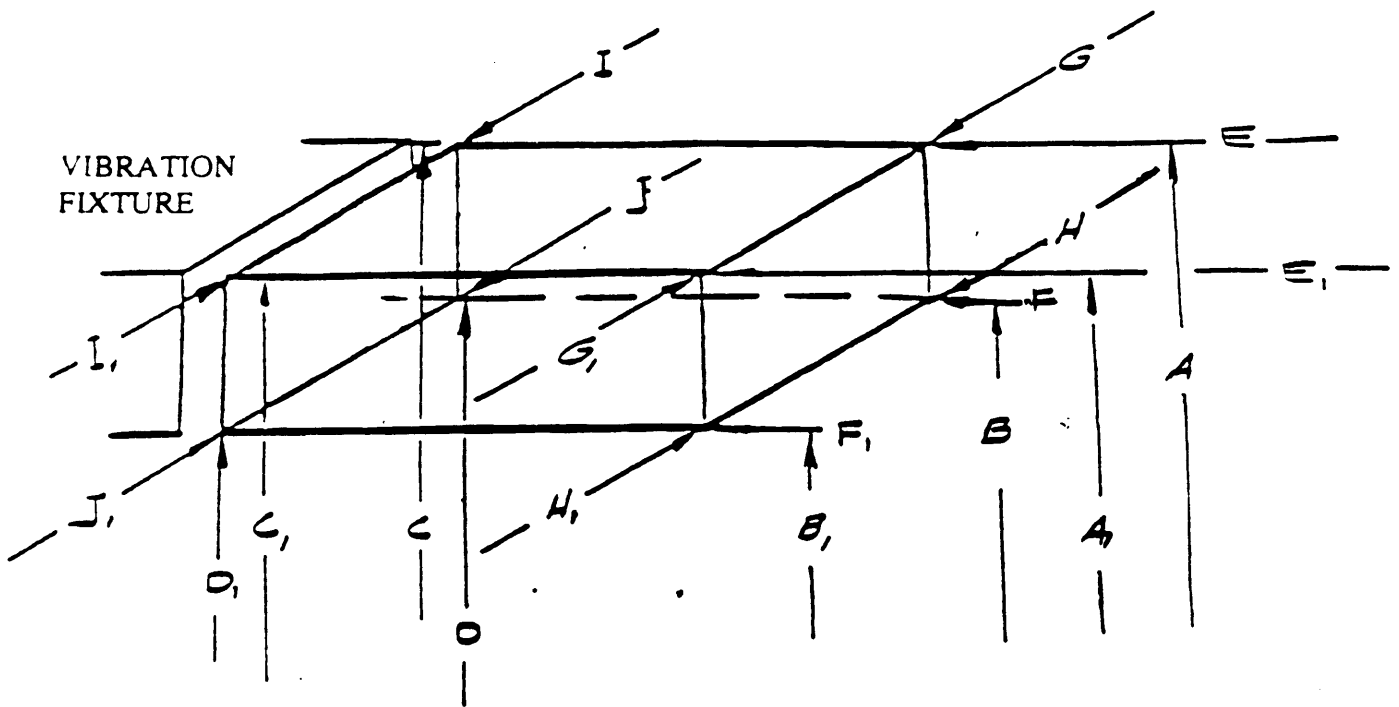
B. Tilt System, Hydraulic, 90°

The optional hydraulic package shall consist of a pump with a 12 volt DC motor, cylinder, hoses, switches, wiring and necessary subcomponents to facilitate the tilting of the TMA cartridge to a 90° position from horizontal. The unit shall have a hydraulically activated latching system which automatically hydraulically extends and engages two 3/4" diameter locking pins to secure the TMA System in the 90° position.

The complete hydraulic system (including pump, hoses and latching system) shall be factory assembled and mounted to the backup and backup support structure. Once assembled, each unit shall be operated through two complete cycles (horizontal, tilted to a latched position and

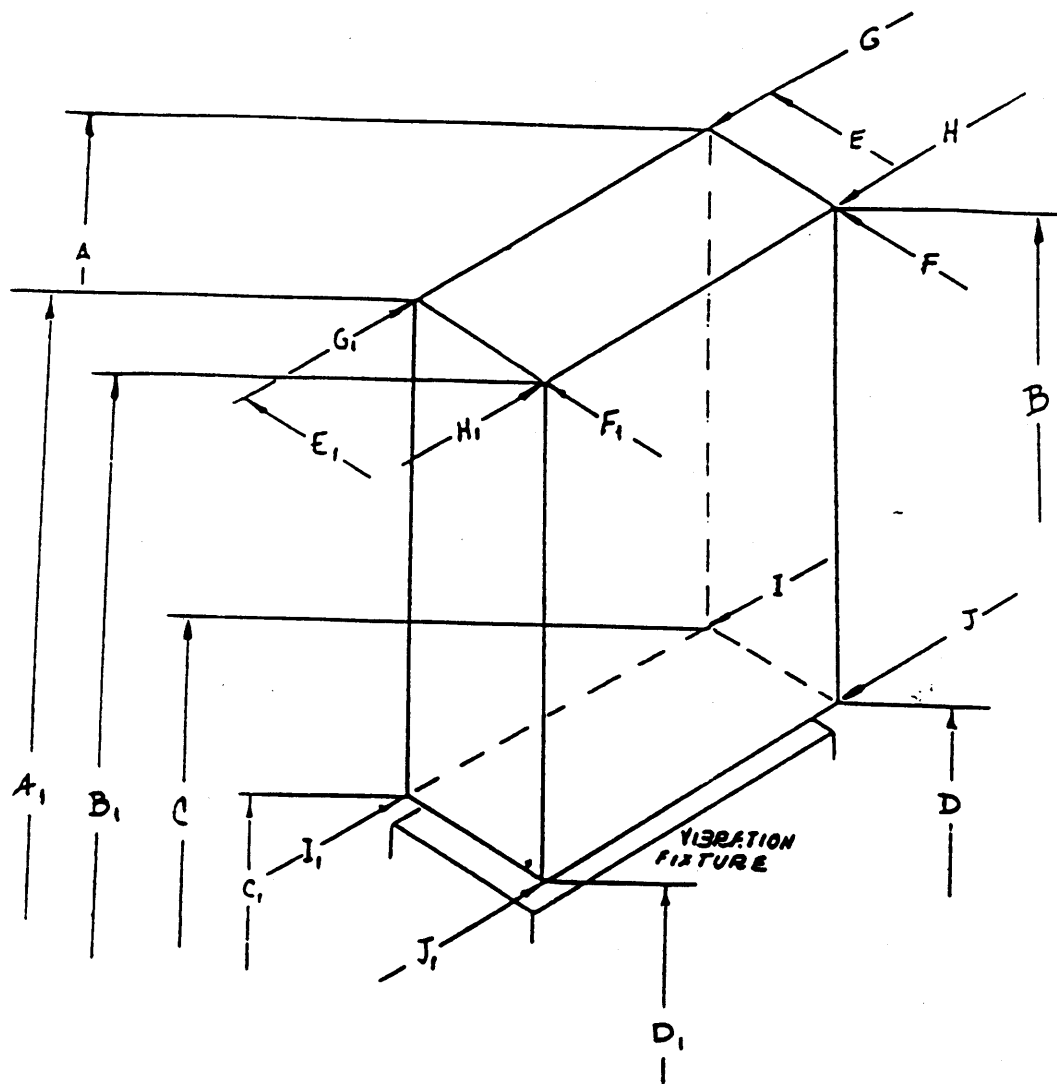
lowered back to horizontal is one cycle) to insure proper operation of the pump, tilting mechanism, and the automatic hydraulically activated latching system. The hydraulic system shall be shipped assembled, but unfilled of hydraulic fluid.

The "Up" operation of the hydraulic tilt may be actuated from either the cab of the truck or the hand held control switch at the end of a 6 ft. cord, near the right rear corner of the truck. The "Down" operation from the 90° locked position can only be activated with the control at the right rear corner of truck positioned to allow the operator to first visually check the safety clearance behind and under the unit, prior to lowering the Hex-Foam cartridge to the travel position.



**ATTENUATOR CARTRIDGE IN NORMAL HORIZONTAL
OPERATING POSITION**

FIGURE NO. 1



ATTENUATOR CARTRIDGE IN 90 DEGREE POSITION

FIGURE NO. 2

Part No.: _____
 Serial No.: _____

**TMA CARTRIDGE ASSEMBLY
 VIBRATION DATA FORM**

| Dimension in Inches | Test No. 1 | | | Test No.2 | | |
|------------------------|----------------|-------------|-------------|----------------|-------------|-------------|
| | Before Test | 20 Hours | 40 Hours | Before Test | 20 Hours | 40 Hours |
| A | | | | | | |
| A ₁ | | | | | | |
| B | | | | | | |
| B ₁ | | | | | | |
| C | | | | | | |
| C ₁ | | | | | | |
| D | | | | | | |
| D ₁ | | | | | | |
| E | | | | | | |
| E ₁ | | | | | | |
| F | | | | | | |
| F ₁ | | | | | | |
| G | | | | | | |
| G ₁ | | | | | | |
| H | | | | | | |
| H ₁ | | | | | | |
| I | | | | | | |
| I ₁ | | | | | | |
| J | | | | | | |
| J ₁ | | | | | | |
| WEIGHT | | | | | | |

PSU Number 10

Case Number - Stratum 9101

Vehicle Number 01

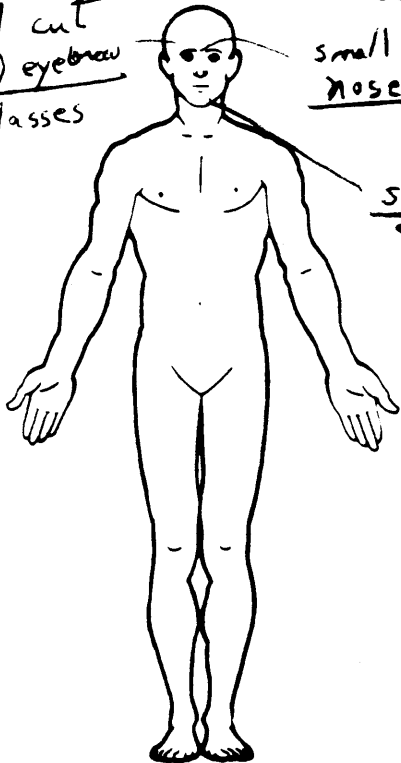
Occupant Number 01

INJURY DATA FROM INTERVIEWEE(S)

Indicate the Location, Lesion, Detail, and Source of all injuries. Specify interviewee(s): Driver

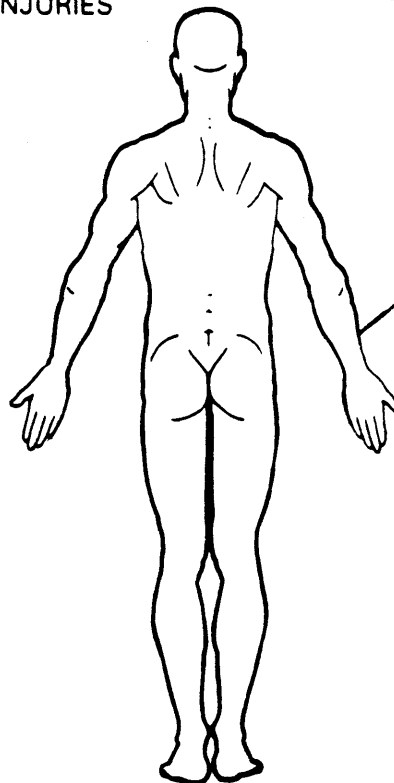
SOFT TISSUE/INTERNAL INJURIES

Small cut over R eyebrow sunglasses



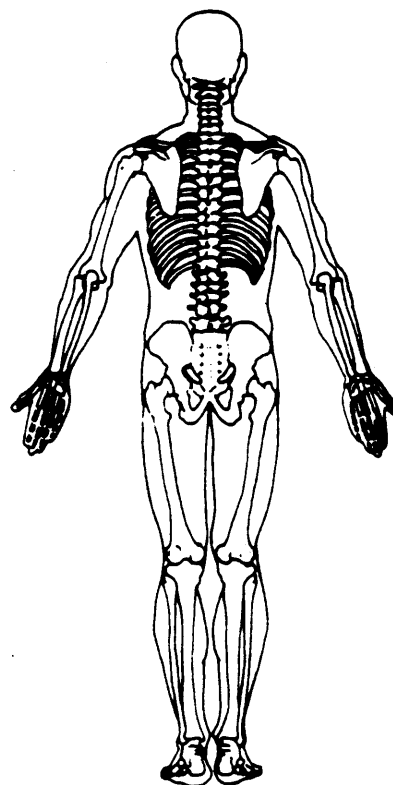
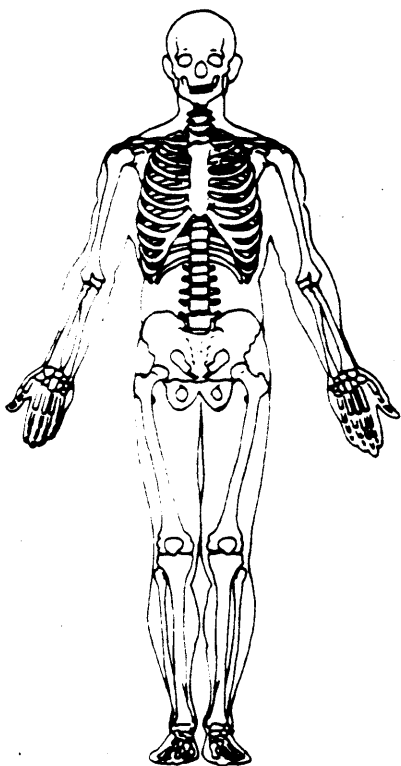
small cut at bridge of nose between eyebrows sunglasses

slight chin abrasion car bag



Contusion R forearm radio

SKELETAL INJURIES





OCCUPANT INJURY FORM

1. Primary Sampling Unit Number 10 3. Vehicle Number 01
 2. Case Number - Stratum 9101 4. Occupant Number 01

INJURY DATA

Record below the actual injuries sustained by this occupant that were identified from the official and unofficial data sources. Remember not to double count an injury just because it was identified from two different sources. If greater than ten injuries have been documented, encode the balance on the Occupant Injury Supplement.

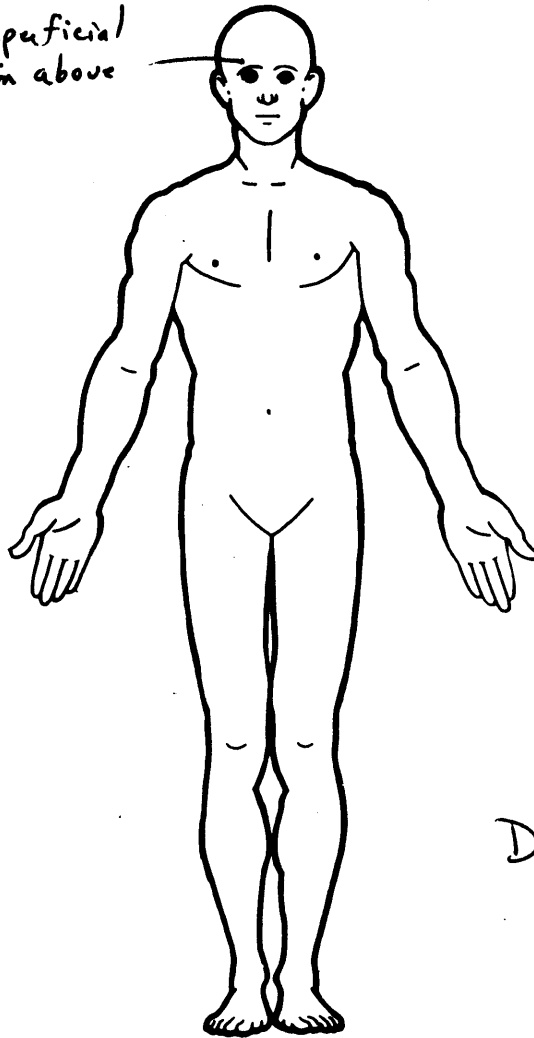
| | Source of Injury Data | O.I.C.—A.I.S. | | | | System Organ | A.I.S. Severity | Injury Source | Injury Source Confidence Level | Direct/Indirect Injury | Occupant Area Intrusion No. |
|------|-----------------------|---------------|--------------|--------------|--------------|--------------|-----------------|---------------|--------------------------------|------------------------|-----------------------------|
| | | Body Region | Aspect | Lesion | | | | | | | |
| 1st | 5. <u>3</u> | 6. <u>F</u> | 7. <u>S</u> | 8. <u>L</u> | 9. <u>I</u> | 10. <u>1</u> | 11. <u>45</u> | 12. <u>1</u> | 13. <u>1</u> | 14. <u>00</u> | |
| 2nd | 15. <u>3</u> | 16. <u>W</u> | 17. <u>L</u> | 18. <u>L</u> | 19. <u>I</u> | 20. <u>1</u> | 21. <u>97</u> | 22. <u>9</u> | 23. <u>7</u> | 24. <u>99</u> | |
| 3rd | 25. <u>3</u> | 26. <u>O</u> | 27. <u>W</u> | 28. <u>C</u> | 29. <u>I</u> | 30. <u>1</u> | 31. <u>97</u> | 32. <u>9</u> | 33. <u>7</u> | 34. <u>99</u> | |
| 4th | 35. <u>7</u> | 36. <u>F</u> | 37. <u>I</u> | 38. <u>A</u> | 39. <u>I</u> | 40. <u>1</u> | 41. <u>45</u> | 42. <u>1</u> | 43. <u>1</u> | 44. <u>00</u> | |
| 5th | 45. <u>7</u> | 46. <u>R</u> | 47. <u>R</u> | 48. <u>C</u> | 49. <u>I</u> | 50. <u>1</u> | 51. <u>10</u> | 52. <u>2</u> | 53. <u>1</u> | 54. <u>99</u> | |
| 6th | 55. ___ | 56. ___ | 57. ___ | 58. ___ | 59. ___ | 60. ___ | 61. ___ | 62. ___ | 63. ___ | 64. ___ | |
| 7th | 65. ___ | 66. ___ | 67. ___ | 68. ___ | 69. ___ | 70. ___ | 71. ___ | 72. ___ | 73. ___ | 74. ___ | |
| 8th | 75. ___ | 76. ___ | 77. ___ | 78. ___ | 79. ___ | 80. ___ | 81. ___ | 82. ___ | 83. ___ | 84. ___ | |
| 9th | 85. ___ | 86. ___ | 87. ___ | 88. ___ | 89. ___ | 90. ___ | 91. ___ | 92. ___ | 93. ___ | 94. ___ | |
| 10th | 95. ___ | 96. ___ | 97. ___ | 98. ___ | 99. ___ | 100. ___ | 101. ___ | 102. ___ | 103. ___ | 104. ___ | |

OFFICIAL INJURY DATA – SOFT TISSUE INJURIES

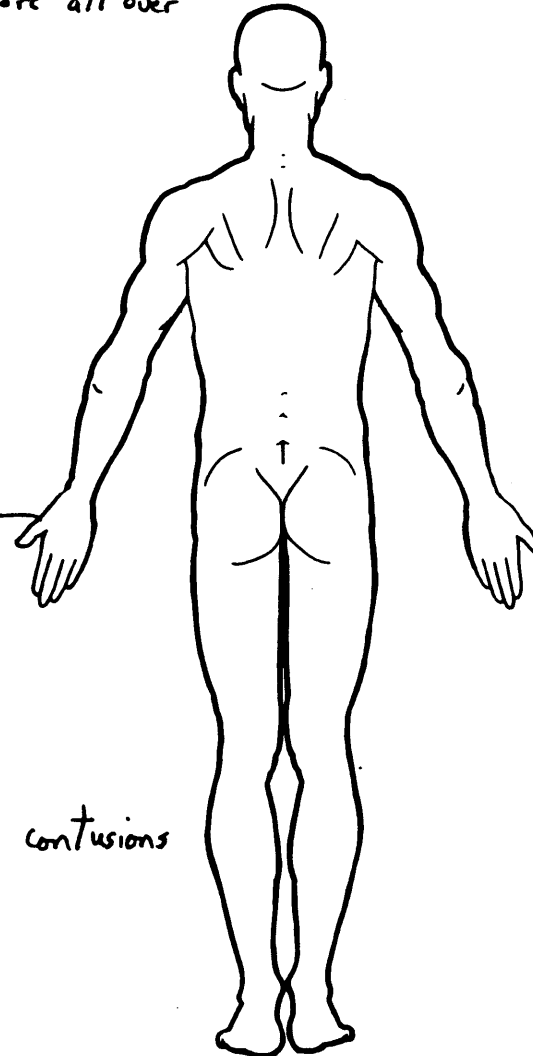
Indicate the *Location, Lesion, Detail* (size, depth, fracture type, head injury clinical signs and neurological deficits), and *Source* of all injuries indicated by official sources (or from PAR or other unofficial sources if medical records and interviewee data are unavailable.)

• Small superficial laceration above
Ⓛ eye

c/o no specific injuries,
just feels "sore all over"



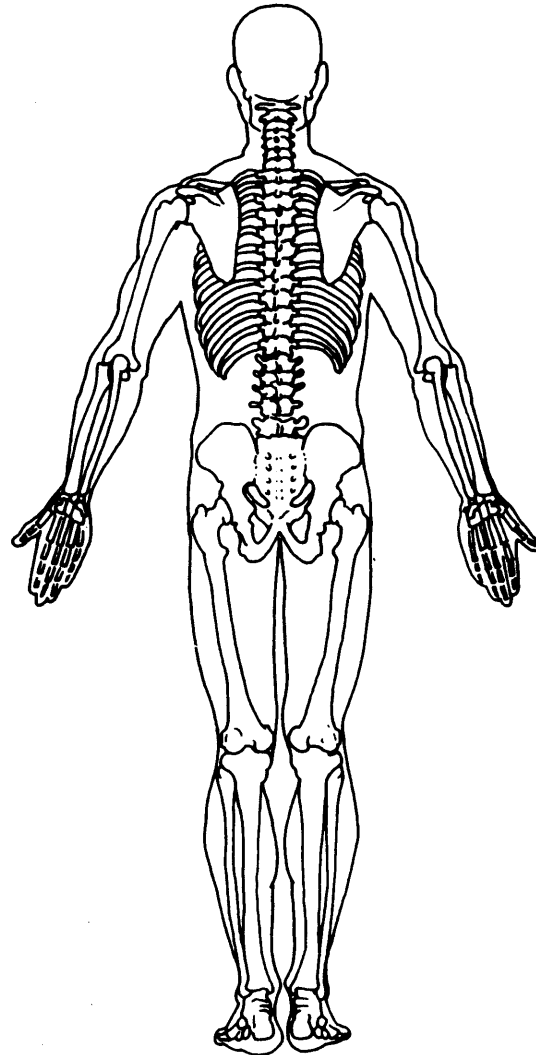
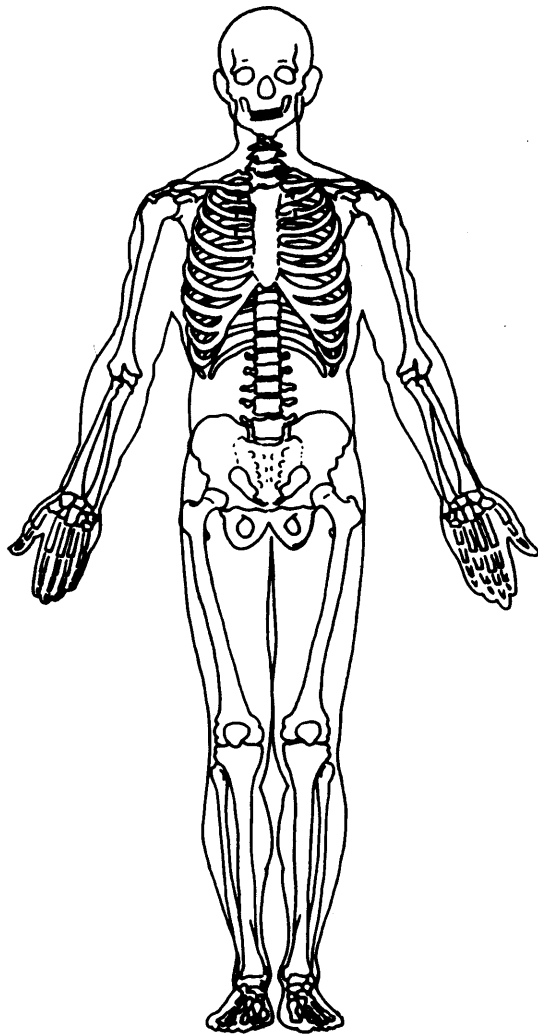
Small wound
(laceration) Ⓛ
hand (dried
blood)



Dx: Multiple contusions

OFFICIAL INJURY DATA – SKELETAL INJURIES

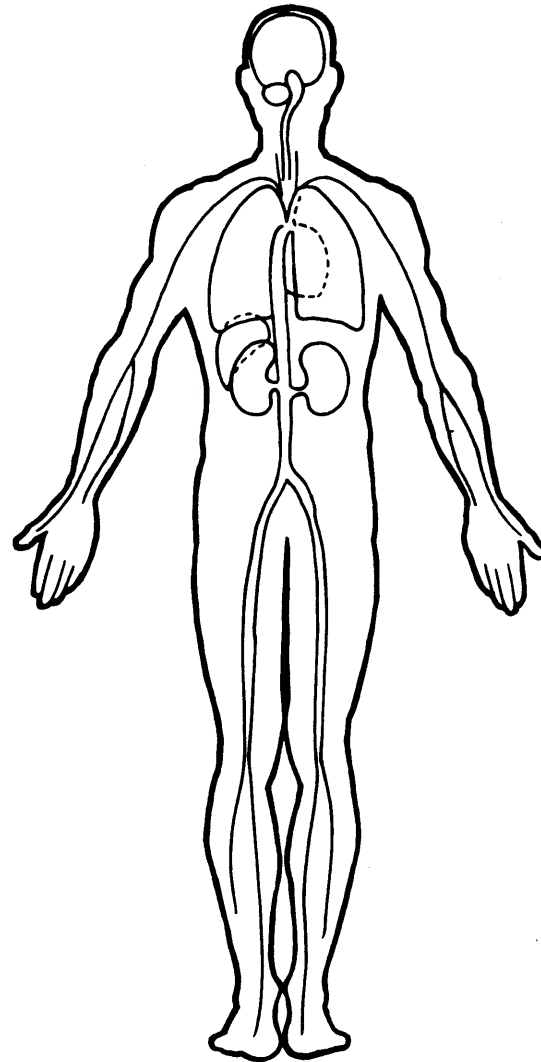
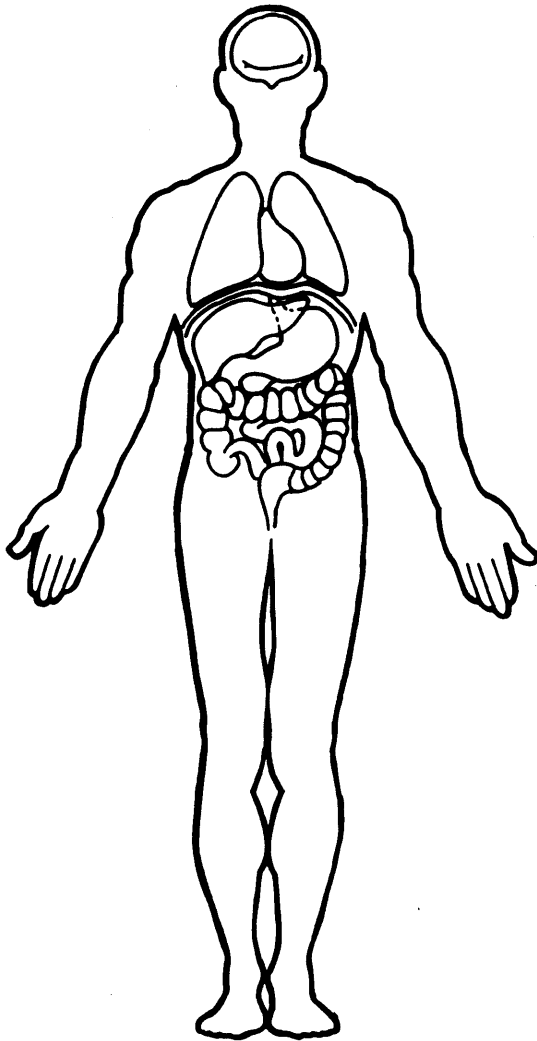
Indicate the *Location, Lesion, Detail* (size, depth, fracture type, head injury clinical signs and neurological deficits), and *Source* of all injuries indicated by official sources (or from PAR or other unofficial sources if medical records and interviewee data are unavailable.)



OFFICIAL INJURY DATA – INTERNAL INJURIES

Indicate the *Location*, *Lesion*, *Detail* (size, depth, fracture type, head injury clinical signs and neurological deficits), and *Source* of all injuries indicated by official sources (or from PAR or other unofficial sources if medical records and interviewee data are unavailable.)

• Denies loc



DATE: [REDACTED]
 LAST NAME: [REDACTED] FIRST NAME: [REDACTED] INT:
 DOB: [REDACTED] AGE: 40

ACCT. NO.: [REDACTED]

HISTORY: This is a 40-year-old white female who was involved in a motor vehicle accident. The patient is complaining of no specific injuries. She just feels "sore all over." She denies loss of consciousness. No medications, allergies, or past medical history of note. The patient remembers the entire accident stating a large utility vehicle of some kind pulled out in front of her on the highway, and she was unable to stop, ramming up under the vehicle. Her air bag in her car inflated, saving her from major injury. However, the car was totally destroyed. Her tetanus is up-to-date.

PHYSICAL EXAM

GENERAL: The patient is a 40-year-old white female in no apparent distress.

VITAL SIGNS: Stable, afebrile.

HEENT: Except for a small, superficial laceration above the right eye the head was normocephalic, atraumatic. The pupils equal, round, regular, react to light, extraocular movements intact. Sclerae are nonicteric, conjunctivae pink and moist. The tympanic membranes are without hemotympanum. Negative Battle's and negative Raccoon.

NECK: Supple and nontender. Cervical collar was removed.

CHEST: Clear to auscultation and percussion and nontender.

CARDIO: Normal.

ABDOMEN: Bowel sounds positive. Soft and nontender.

EXTREMITIES: Within normal limits.

NEUROLOGICAL: The patient is alert and oriented to person, place, and time. The eyes are PERRLA with EOMI. Funduscopic exam reveals no papilledema, hemorrhage, or abnormal venous pulsations. Cranial nerves II-XII are intact. Deep tendon reflexes are symmetrically equal and within the normal range. Motor strength is 5/5 and symmetric. No sensory deficits are present. Cerebellar function is intact (no ataxia was observed). ~~reflexes~~ reflexes are downward bilaterally. The patient's cranial checks were negative.

and sterilely dressed. The patient was re-examined by myself and had no new complaints or injuries that she noted.

100 mg b.i.d. Rest. Follow-up p.r.n. She was discharged to home on Ansaid Instructions given.

IMPRESSION: (see_page_3)

D: [REDACTED] T: [REDACTED] [REDACTED]

EMERGENCY _____ RECORD _____

PRESCRIPTIONS _____

LABS
 WBC _____
 Hbg/Hct: _____
 Lytes, Na _____ CL _____
 K _____ CO₂ _____
 BUN _____ CR _____ GLU _____
 ABG's #1 #2 PEFR
 pH 1
 pCO₂ 2
 HCO₃ 3
 PO₂ _____
 O₂ SAT _____

HISTORY _____

SEE DICTATED H&P ON PAGE 2

PHYSICAL EXAM _____

FOLLOW-UP EXAM [TIME]: _____

CONSULTANT [TIME]: _____

EKG IMPRESSION _____

X-RAY IMPRESSION _____

PROVISIONAL DIAGNOSIS: *Superficial lacer to forehead lacer*
multiple contusions - front UA.

Resident Physician Signature

Attending Physician Signature

Signature for History and Physical and Documentation for Pages 1,2,3

Signature for Pages 1,2,3

| | | | | | | | |
|-----------|-------|-------|---------------|-----|-----|-----|----------|
| NAME LAST | FIRST | INIT. | DATE OF BIRTH | AGE | SEX | MAR | ACCT NO. |
| | | | | 40 | F | S | |

