

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

U.S. Department of Transportation

National Highway Traffic Safety Administration

Dear Crash Data Researchers/Users:

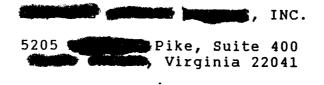
Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public 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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AIRBAG INVESTIGATION CASE NO. 93-07 COUNTY, PENNSYLVANIA

Contract No. DTHN 22-87-C-17169

Prepared for:

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

## DISCLAIMER

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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.



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# AIRBAG INVESTIGATION

CASE NO. 93-07

COUNTY, PENNSYLVANIA

TECHNICAL REPORT

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### TECHNICAL REPORT STANDARD TITLE PAGE

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1. Report No.	2. Government Accession No	. :	3. Recipient's Catalog No.		
4. Title and Subtitle NCSI Air Bag Investigation	on Case No. 93-07	5	. Report Date 1994		
-		6	. Performing Organization	n Code	
7. Author(s) Accident Investigation To	eam <b>(1997)</b> )	8	. Performing Organization	n Report No.	
9. Performing Organization Name and A		1	0. Work Unit No.		
National Capitol Systems 5205 Leesburg Pike, Suite Falls Church, VA 22041		.1			
12. Sponsoring Agency Name and Addree U.S. Department of Transport NHTSA - National Highway	portation	13. Type of Report and Period Cove Technical Report Accident Date			
		1	4. Sponsoring Agency Co	THE YOR	
16. Abstract Accident involving an a a tree approximately 16	inches in diameter.	The driver of	the Corsica was f	atally	
injured. The airbag ma steering wheel rim, ins	y have improperly dep tead of through the de	loyed between t esignated tear	he cover flap and seam.	l the	
			÷		
17. Көу Words		18. Distribution Stat	ement		
Airbag deployment, passi	ve restraints	General Put	olic		
19. Security Classif. (of this report)	20. Security Classif. (	of this page)	21. No. of Pages	22. Price	
None	None		26		

#### SUMMARY

This study is a Level One Remote investigation of an airbag deployment accident. An indepth, on-site examination of the vehicle was not conducted because the vehicle was repaired prior to the initiation of this investigation. The NCSI accident investigation team was notified of this crash by the second of the NHTSA.

The accident occurred on the second s

According to the police accident report, the Corsica was traveling west on Street and failed to negotiate a slight left turn in the street. The Corsica departed the north edge of the road and traveled approximately 50.5 feet along the north edge of the road before striking a tree with its frontal surface and came to rest near the tree. The tree was approximately 16 inches in diameter and was located approximately 11 feet north of the north road edge.

Police arrived on the scene at 1720 The 🕊 hours. When the police officer arrived, fire and rescue personnel were already present and were attempting to remove the driver from the Corsica. The 78 year-old driver was transported to a nearby hospital where he was pronounced dead at 1800 hours. From police photographs of the Corsica, it appeared that the impact was centered 20 inches right of the left end of the front bumper. A CDC of 12-FYEN-1 was assigned to the damage from police and insurance company photographs of the vehicle. Crush extent appeared to be in the upper range of extent zone one, not much less than the minimum range of extent zone two. Maximum residual crush to the front bumper of the Corsica appeared to be no more than 8-10 inches. Based upon police photographs (Photo 5, Page 13), it appears that the airbag did not properly deploy through the designated tear seam. The photographs indicate that the airbag deployed between the upper flap and the steering wheel rim instead of between the upper and lower cover flaps. The investigating officer stated that there was no damage to the steering wheel rim.

The driver of the Corsica was apparently not restrained by the active three-point lap and shoulder belt system of the vehicle. He was approximately 70 inches tall and weighed approximately 230 pounds. The Medical examiner suggested that cause of the driver's death was loss of blood due to severe blunt trauma to the chest, resulting in tearing of the heart. He suffered eight or nine right side rib fractures and two to four left side rib fractures and a minor laceration to his scalp, just above the right eye.

### NCSI IN-DEPTH ACCIDENT INVESTIGATION AIRBAG ACCIDENT INVESTIGATION

FLEET	-	Private Owr	ner	
LOCATION	-			Pennsylvania
CASE NO.	-	93-07		

## IDENTIFICATION Location/Street: Street Rural Area/Type: Accident Date/Time: 1992 at 1700 hours Investigating Police Agency: Police Accident Type: Car / Object - Frontal impact Air Bag Vehicle Occupant Injury Severity: Severe (AIS-5) which proved fatal AMBIENCE Viewing Conditions: Unknown Weather: Unknown Precipitation: None Road Surface: Dry ROADWAY Street Location: Residential street Type: Width: 20 feet Number of Lanes: Two Median: None Surface Material: Asphaltic aggregate Road Edge: Grass berm Traffic Density: Unknown

ROADWAY, CONTINUED	
Coefficient Of Friction	Unknown
Vertical Alignment:	Unknown
Horizontal Alignment:	Curved
TRAFFIC CONTROLS	
Signals/Signs:	None
Speed Limit:	45 miles per hour
VEHICLE	
Year:	1991
Make:	Chevrolet
Model:	Corsica
Body Style:	Four-door s <mark>edan</mark>
V.I.N.:	1G1LT53T2MY*****
Exterior Color:	Red and silver
Odometer Reading:	26687
Securiflex Windshield:	Unknown
Windshield Damage:	Yes
Engine:	4 cyl / 2.2 liter
Transmission:	Unknown
Steering:	Power-assisted
Brake System:	Power-assisted
Driver Active Restraint System Availability:	Active three-point lap and shoulder belt
Driver Active Restraint System Usage:	None used
Usage Source:	Police accident
Passive Restraint System:	report Driver airbag

VEHICLE DAMAGE:	Airbag Vehicle
Object_Struck:	Tree (Approx. 16" diameter)
Event Number:	One
Damage Location:	Front
CDC:	12-FYEN-1
Tow Status:	Towed due to damage
Exterior Damage:	The frontal surface of the airbag vehicle struck the tree in an approximate 12 o'clock impact. Direct damage was centered approxi- mately 20 inches right of the left end of the front bumper. Direct plus induced damage extended across the entire frontal plane of the Corsica. The Corsica was not inspected by the author of this report. Damage was estimated from police and insurance company photographs of the vehicle. Maximum residual crush to the frontal surface appeared to be approximately 8-10 inches, located at near the center of the direct damage.
Damaged Components:	Damaged components included the front bumper, grille, and hood. See photos.
Interior Damage:	The interior of the vehicle was not examined, but from photos, it appeared that the damage was limited to the steering assembly and airbag module.

#### COLLISION SEQUENCE

Pre-crash:	At approximately 1700 hours on Sunday Chevrolet Corsica, equipped with a driver airbag supplemental restraint system, was traveling west on the Road in Material approximately 1/4 mile west of Material For unknown reasons, the Corsica departed the north edge of the road.
Crash and Post-	-
crash:	The Corsica traveled approximately 50 feet after departing the road and the frontal surface impacted a tree located approximately 11 feet north of the north road edge and came to rest against the tree headed west.
Police	,
Activities:	The <b>definition of the accident and a second arrived on-site</b> at 1720 hours.
Rescue	
Activities:	At the time of the trooper's arrival, fire and rescue personnel were already present and were attempting to remove the driver from the vehicle. The driver of the Corsica was transported by ambulance to a determined and was pronounced dead by the attending emergency room physician at 1800 hours.

#### RELEVANT SAFETY ISSUES

### Applicable Standards: FMVSS 208:

Occupant Crash Protection: The 1991 Chevrolet Corsica was equipped with a factory installed driver supplemental airbag restraint system. The airbag deployed during the accident sequence. The airbag apparently failed to deploy properly between the designated tear seams. Photographs indicate that the airbag deployed between the upper cover flap and the steering wheel rim.

# HUMAN FACTORS/OCCUPANT DATA/AIRBAG VEHICLE

DRIVER DATA

Age:			78					
Sex:			Male					
Height:			70 ir	nches				
Weight:			230	lbs.				
Occupati	ion:		Minis	ster				
Active E System U	Restraint Jsage:	:	Not u	used				
Usage So	ource:		Polic	ce Accide	ent Repor	t		
Vision:			Appar	cently wo	ore corre	ctive le	nses	
Vehicle	Familiar	ity:	Daily	Y				
Route Fa	amiliarit	:	At le	east week	kly			
Manner (	of Leavir	ng Scene:	Ambu	lance				
Type of	Medical	Treatment:	Pron	ounced de	ead at em	ergency	room	
Physical	l State:		Appa	rently su	uffered h	eart pro	blems	
Psycholo	ogical St	ate:	Appar	rently no	ormal			
DRIVER	INJURIES							
Injury J	Descripti	ion	S	everity		Source	1	
Tear of	heart		C	ritical	(AIS-5) A	irbag /	Steering wheel	
8 or 9 1	Right rib	fractures	M	oderate	(AIS-2) A	irbag / wheel	Steering	
2 or 4 1	Left rib	fractures	М	inor (AIS	S-1) A		Steering	
Lacerat	ion of ri	ight foreh <mark>e</mark>	ad M	inor (AIS	S-1) R	ear-view		
		absence of the driver						the
Injury	Coding							
	O.I.C. Body Region	Aspect Le	sion		A.I.S. Severity		Direct/ Indirect Injury	
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* Source	e of inju	ıry data wa	s the	medical	examiner			

#### DRIVER KINEMATICS

The driver was seated in an unknown position and was not restrained by the active three-point lap and shoulder belt system of the Corsica. He apparently continued his forward momentum when the vehicle struck the tree and struck the airbag, airbag module cover flap and rear-view mirror.

### LIST OF ATTACHMENTS

Appendix A: Police Accident Report

Appendix B: Insurance Company Photographs

Appendix C: Letter from Insurance Institue for Highway Safety

#### OTHER SOURCES OF DATA

Letter from IIHS

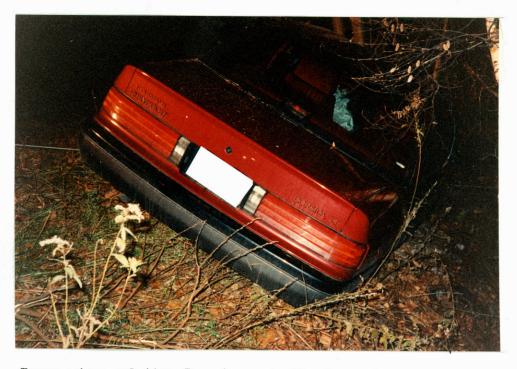
## POLICE PHOTOGRAPHS NCSI Case No. 93-07



1. View of the 1991 Chevrolet Corsica at final rest. Photo is taken along the north edge of Road looking west, the pre-impact travel direction of the Vehicle.

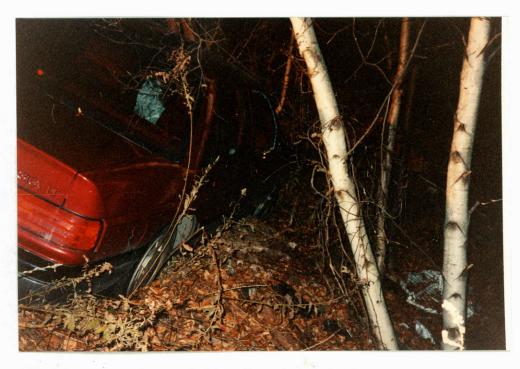


2. Left side view of the Corsica at final rest. Photo is taken looking north.





Rear view of the Corsica at final rest.





Right-rear view of the Corsica at final rest.

9



Overall view showing the airbag steering wheel, airbag, front instrument panel and driver's seat of the Corsica.



Additional interior view showing the windshield, front header, and what appears to be a broken rear-view mirror.

6.

<u>Appendix A</u>

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Police Accident Report

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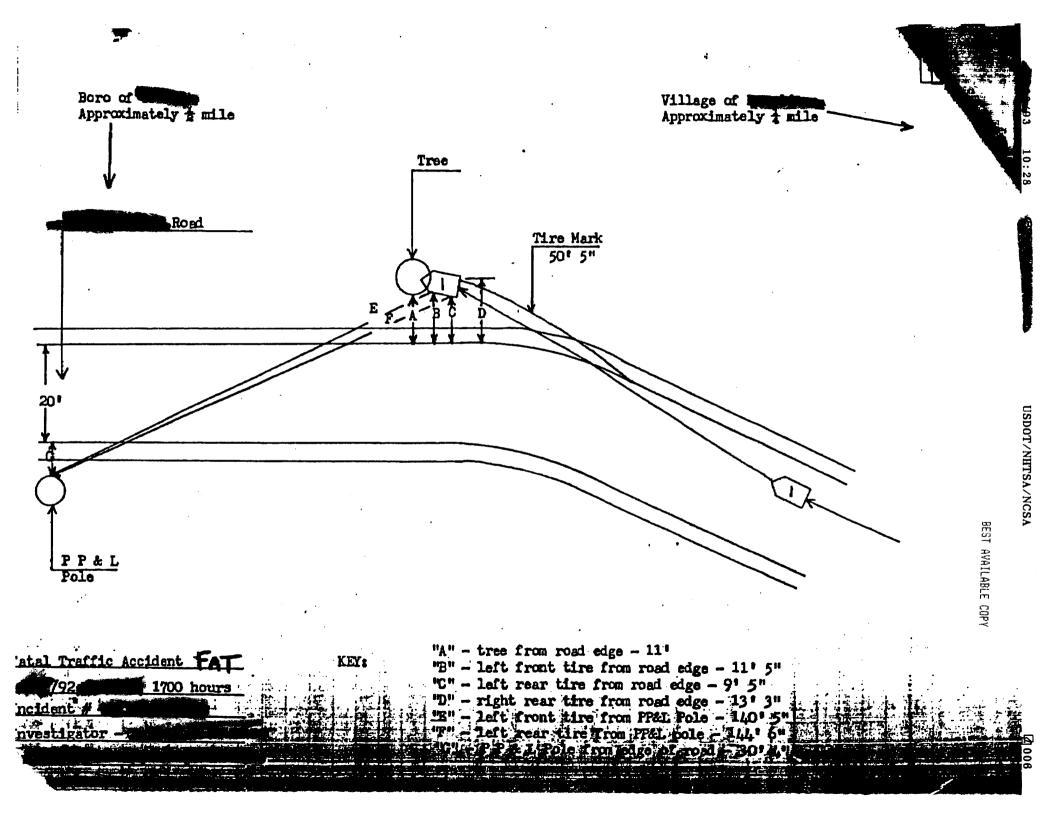
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UNIT #	: 	- COMPLI	ETE ON	LY THE INFORMAT	ION THAT H	AS CH	IANGED SIN	ICE ORIG	INAL RE	PORT
6. LEGALLY Y PARKED		REG. PLATE		BB. STATE	SE. DRIVER NAME				· · · · · · · · · · · · · · · · · · ·	
99. PATITLE OR			<u></u>	,	SU. DRIVER ADDRESS					
40. QWNER				··· <u>· · · · · · · · · · · · · · · · · </u>	60. CITY, STATE		····			
ADDRESS					61. SEX		DATE OF	•••••	63. PHONE	
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AS. YEAR	44	MAKE			67. CARRIER	<u></u>	~~~~			THE PARTY
AS. MODEL (NOT					68. CARRIER ADDRESS		· · · · · · · · · · · · · · · · · · ·			
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ACCIDENT ANALYSEETS      POLICE INFORMATION      POLICE	33	10:32		USDOT/NHTSA/		AILABLE COPY	( <u>4</u> )00
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GRADENT       PRESENCE       CONDITION       CONSTAN       DOON'TYPE         NUMBER       STATE       TANOOF       CONVINCE       CONVINCE <td></td> <td></td> <td></td> <td>(72. VEHICLE</td> <td>171 YCARGO</td> <td>74. GW</td> <td></td>				(72. VEHICLE	171 YCARGO	74. GW	
MARKS       MATERIALS         WATER ALS       WATERIALS         WATER ALS       MATERIALS         WATER ALS       MATERIALS         Ontower 22, B/O spoke with oper #1's daughter in an attempt         that may have caused oper #1 to run off the road, believing it may have been poss         tatset.       Mrs.		PRESENCE		CONFIG.	BODY TYPE		
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R/O unable at this point to get information on airbags         Investigation continuing         INSURANCE         COMPANY         NFORMATION         UNIT         POLICY         NO	did not suf:	fer a heart attac	ck. but it is no	ot possible i	to say if he	was experient	
Investiggtion continuing INSURANCE COMPANY INFORMATION UNIT POLICY NO NO YES	<u>eine</u>					:	
Investiggtion continuing INSURANCE COMPANY NFORMATION UNIT POLICY NO NO YES	R/0 u	nable at this por	int to get info	mation on a	whare		
INSURANCE COMPANY INFORMATION UNIT POLICY NO NO YES				MEDICIT ON A			
INFORMATION UNIT POLICY NO NO YES					· · · · · · · · · · · · · · · · · · ·		TRANSET
NFORMATION UNIT POLICY NO NO YES							TI-TI-LI
UNIT POLICY NO NO YES		NY				·	
NO NO YES	FORMATION				·.	04. INVESTIGA	TONCOM
	NO NO					YES	
AA-45-S (1/62) PAGE: INVESTIG	145-S (1/92)	<b>.</b>		PAGE: 6		INVESTIGAT	MG AGENC



Appendix B

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Insurance Company Photographs



**PHOTOGRAPHS** 

CLAIM NUMBER

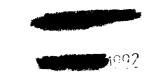
INSURED

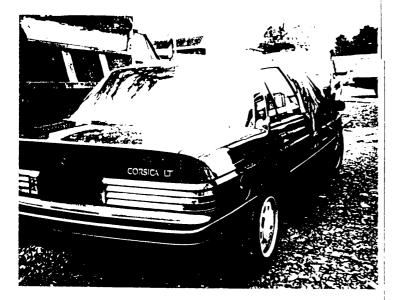


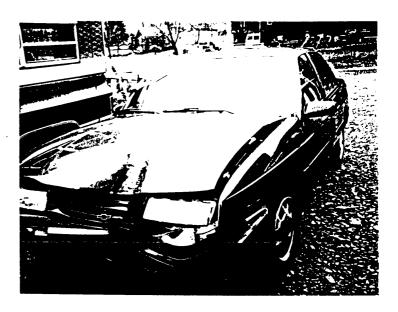
DESCRIPTION: .



(PLACE PHOTO HERE)











Appendix C

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Letter from IIHS

<b>9</b> 3	10:22		USDOT/NHTSA/NCSA				<b>4</b> 001
14 <b>A</b>					BEST	AVAILABLE (	:OPY
		OPTIONAL FOR FAX	M 99 (7-60) TRANSMITT		# of pages ►	9	-
		Dept/Agency Fax # 501 NSN 7540-01-3		Phooes a		INSTRUCTION	
NHTSA							· <u>.</u> · · - · - · · · · · · · · · · · ·

NRD-32 Dear

DOT, Room

On second of the concerning a fatal crash involving a 78 year old male driver, of a 1991 Chevrolet Corsica in which the driver-side air bag deployed.

According to Trooper the driver of the Corsica went off the road at a curve, ran down a shallow embankment (15 to 20 degrees) and hit a tree (approximately 16" diameter), with a principle direction of force at 12 o'clock, causing the driver side air bag to deploy. Apparently, the air bag module cover did not open as designed, but appeared to rip the module cover off the two top screws such that the whole flap fell forward and caused the air bag to project in a more upward direction. This mode of deployment raises the possibility that the (rather heavy set) driver may have been very close to the steering wheel at the time of deployment. There was only minor damage to the front center of the vehicle; damage to the grille, but no radiator damage. There was also some damage to the steering wheel column; the cowl was cracked, and the steering wheel was noisy when turned, but would not turn the maintained that the rim was undeformed. wheels. Trooper

The 5'10" driver was unrestrained, and was rather heavy set (about 230 pounds). Although there is no autopsy report available as of yet, preliminary discussions with the Medical Examiner suggests that the cause of death was loss of blood due to a severe blunt force trauma to the chest, causing the heart to tear. There were 8-9 broken ribs on the right side, and 2-4 broken ribs on the left side. The driver sustained only a minor laceration to the right side of his scalp, just above his eye, which was believed to be as the result of hitting the rear view mirror. There was no evidence of braking prior to the impact, so it is not clear whether the driver had moved towards the steering wheel prior to the impact. The ME found no signs of a heart attack prior to the crash, but would not rule out a possible angina which may have led to chest pains. Such a possibility is merely conjecture.

10:23

2

I have recently received pictures of the crash site and the vehicle, although they do not show vehicle damage clearly. Also enclosed is a copy of the police report.

I will need to return the pictures to Trooper **Constitute** so perhaps you could return them to me when you have finished with them. I have not yet received a copy of the autopsy and will probably follow-up with Trooper **Constitute** to find out whether it is available.

If you have any questions, feel free to give me a call.

Sincerely, to the set of the set

Research Analyst