



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

*** *** ***



AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area 366-0123

[REDACTED], INC.

5205 [REDACTED] Pike, Suite 400
[REDACTED], Virginia 22041

AIRBAG INVESTIGATION

CASE NO. 93-07

[REDACTED] 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

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The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the National Highway Traffic Safety Administration.

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.

[REDACTED], INC.

AIRBAG INVESTIGATION

CASE NO. 93-07

[REDACTED] COUNTY, PENNSYLVANIA

TECHNICAL REPORT

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle NCSI Air Bag Investigation Case No. 93-07		5. Report Date [REDACTED] 1994	
		6. Performing Organization Code	
7. Author(s) Accident Investigation Team [REDACTED]		8. Performing Organization Report No.	
9. Performing Organization Name and Address National Capitol Systems, Inc. 5205 Leesburg Pike, Suite 400 Falls Church, VA 22041		10. Work Unit No.	
		11. Contract or Grant No. [REDACTED]	
12. Sponsoring Agency Name and Address U.S. Department of Transportation NHTSA - National Highway Traffic Safety Administration		13. Type of Report and Period Covered Technical Report Accident Date [REDACTED] / 1992	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract Accident involving an airbag equipped 1991 Chevrolet Corsica in a frontal impact with a tree approximately 16 inches in diameter. The driver of the Corsica was fatally injured. The airbag may have improperly deployed between the cover flap and the steering wheel rim, instead of through the designated tear seam.			
17. Key Words Airbag deployment, passive restraints		18. Distribution Statement General Public	
19. Security Classif. (of this report) None	20. Security Classif. (of this page) None	21. No. of Pages 26	22. Price

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 [REDACTED] of NHTSA.

The accident occurred on [REDACTED], 1992 at 1700 hours on [REDACTED] Street in [REDACTED] in [REDACTED] County, [REDACTED]. The vehicle involved was a 1991 Chevrolet Corsica four-door sedan, equipped with a driver's side airbag supplemental restraint system. The accident was investigated on-site by the [REDACTED].

According to the police accident report, the Corsica was traveling west on [REDACTED] 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.

The [REDACTED] Police arrived on the scene at 1720 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 Owner
LOCATION - [REDACTED], Pennsylvania
CASE NO. - 93-07

IDENTIFICATION

Location/Street: [REDACTED] Street
Area/Type: Rural
Accident Date/Time: [REDACTED] 1992 at 1700 hours
Investigating Police Agency: [REDACTED] 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

Location: [REDACTED] Street
Type: Residential street
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 sedan
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 report
Passive Restraint System:	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 approximately 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 [REDACTED], 1992, the case vehicle, a 1991 Chevrolet Corsica, equipped with a driver airbag supplemental restraint system, was traveling west on [REDACTED] Road in [REDACTED], Pennsylvania, approximately 1/4 mile west of [REDACTED]. 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 [REDACTED] were notified of the accident and a [REDACTED] arrived on-site 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 [REDACTED] 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 inches
Weight: 230 lbs.
Occupation: Minister
Active Restraint System Usage: Not used
Usage Source: Police Accident Report
Vision: Apparently wore corrective lenses
Vehicle Familiarity: Daily
Route Familiarity: At least weekly
Manner of Leaving Scene: Ambulance
Type of Medical Treatment: Pronounced dead at emergency room
Physical State: Apparently suffered heart problems
Psychological State: Apparently normal

DRIVER INJURIES

<u>Injury Description</u>	<u>Severity</u>	<u>Source</u>
Tear of heart	Critical (AIS-5)	Airbag / Steering wheel
8 or 9 Right rib fractures	Moderate (AIS-2)	Airbag / Steering wheel
2 or 4 Left rib fractures	Minor (AIS-1)	Airbag / Steering wheel
Laceration of right forehead	Minor (AIS-1)	Rear-view mirror

* Based on the absence of steering wheel deformation or stroking per the police, the driver's chest injuries were attributed to the airbag

Injury Coding

	O.I.C. Body Region	Aspect	Lesion	System/ Organ	A.I.S. Severity	Injury Source	Direct/ Indirect Injury
1st	C	C	L	H	5	45	2
2nd	C	R	F	S	2	45	1
3rd	C	L	F	S	1	45	1
4th	F	S	L	I	1	02	1

* Source of injury data was 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 Institute 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.



3. Rear view of the Corsica at final rest.



4. Right-rear view of the Corsica at final rest.



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



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

Appendix A

Police Accident Report

BEST AVAILABLE COPY

COMMONWEALTH OF PENNSYLVANIA POLICE ACCIDENT REPORT

(XX) REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

POLICE INFORMATION				ACCIDENT LOCATION			
1. INCIDENT NUMBER		20. COUNTY		21. MUNICIPALITY		22. ROUTE NO. OR STREET NAME	
2. AGENCY NAME		4. PATROL ZONE		23. SPEED LIMIT		24. TYPE HIGHWAY	
3. STATION/PRECINCT		5. INVESTIGATOR		25. ACCESS CONTROL		26. INTERSECTING ROAD	
6. APPROVED		7. INVESTIGATION DATE		27. SPEED LIMIT		28. ROUTE NO. OR STREET NAME	
8. ARRIVAL TIME		9. ACCIDENT DATE		29. TYPE HIGHWAY		30. CROSS STREET OR SEGMENT MARKER	
10. DAY OF WEEK		11. TIME OF DAY		31. DIRECTION FROM SITE		32. DISTANCE FROM SITE	
12. NUMBER OF UNITS		13. # KILLED		33. DISTANCE WAS		34. CONSTRUCTION ZONE	
14. # INJURED		15. PRIV. PROP. ACCIDENT		35. TRAFFIC CONTROL DEVICE		36. LEGALLY Y/N	
16. DID VEHICLE HAVE TO BE REMOVED FROM THE SCENE?		17. VEHICLE DAMAGE		37. REG. PLATE		38. STATE PA	
18. HAZARDOUS MATERIALS		19. PENNDOT PROPERTY		39. PA TITLE OR OUT-OF-STATE VIN		40. OWNER	
UNIT # 1				UNIT # 2			
41. OWNER ADDRESS		42. CITY, STATE & ZIP CODE		43. YEAR		44. MAKE	
45. MODEL - (NOT BODY TYPE)		46. INS.		47. BODY TYPE		48. SPECIAL USAGE	
49. VEHICLE OWNERSHIP		50. INITIAL IMPACT POINT		51. VEHICLE STATUS		52. TRAVEL SPEED	
53. VEHICLE GRADIENT		54. DRIVER PRESENCE		55. DRIVER CONDITION		56. DRIVER NUMBER	
57. STATE		58. DRIVER NAME		59. DRIVER ADDRESS		60. CITY, STATE & ZIP CODE	
61. SEX		62. DATE OF BIRTH		63. PHONE		64. COMM. VEH. Y/N	
65. DRIVER CLASS		66. DRIVER SS#		67. CARRIER		68. CARRIER ADDRESS	
69. CITY, STATE & ZIP CODE		70. USDOT #		71. ICC #		72. PUC #	
73. CARGO BODY TYPE		74. GVWR		75. NO. OF AXLES		76. HAZ ARDIOUS MATERIALS	
77. RELEASE OF HAZ MAT		78. HAZ ARDIOUS MATERIALS		79. RELEASE OF HAZ MAT		80. HAZ ARDIOUS MATERIALS	

ACCIDENT DATE 92

COUNTY CODE

MUNICIPAL CODE

PERSON INFORMATION - USE OVERLAY # 2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

7. NARRATIVE:

wheel base on left side of vehicle - 9' 3"; width of road - 20' with no lane markings.

Triangulation was done from a PP&L high tension pole. This pole is west of the scene and 30' 4" south of the road edge there. Distance from this pole to the left front tire was 140' 5", and to the left rear it was 144' 6". There were no skid marks located on the roadway, nor were there any indications that oper #1 attempted to use the brakes or make an abrupt evasive movement.

Unit #1 was equipped with an air bag, which was deployed and opened, however the steering column of unit #1 was very damaged, to the point that it could be turned and the tires did move along with it.

Oper #1 was removed from the scene and taken to [redacted] was pronounced dead at 1800 hours by Dr. [redacted] the attending E.R. Physician. He was transported to [redacted] Hospital. At good [redacted] he was found to have suffered severe chest and abdomen injuries. Dr. [redacted] pathologist at [redacted] Hosp. was called, and informed R/O he would be doing a post-mortem autopsy at 0900 hours on [redacted] 92, which [redacted] will attend.

Oper #1 was found by a [redacted] St., [redacted] Pa. [redacted] at approximately 1650 - 1700 hours on [redacted] 92. She said she had left [redacted] at 1620, and was on her way home, when she saw the vehicle, and steam was coming from the hood. She saw no one in at first, but she parked and went over, and observed oper #1 in a sitting position, but laying to his right across the center area towards the passenger side. She felt for a pulse, and then left to summon help. She could offer nothing further, except as she turned off SR [redacted] a maroon/purple truck was waiting at the stop sign on [redacted]. When she stopped to check on this vehicle, the truck, apparently having turned around, came upon the scene, slowed, and then sped away towards [redacted]. There are no other roads from this area, and this vehicle may have passed the scene prior to [redacted] finding same.

80. DESCRIBE VIOLATIONS				80. SECTION NUMBERS (ONLY IF CHARGED)			
UNIT 1							
UNIT 2							
81. PROBABLE USE	82. TYPE TEST	83. RESULTS	81. PROBABLE USE	82. TYPE TEST	83. RESULTS	84. INVESTIGATOR COMPLETION	
UNIT 1		0. ___ %	UNIT 2		0. ___ %	YES: <input type="checkbox"/> NO: <input type="checkbox"/>	

BEST AVAILABLE COPY

PAR CONTINUATION SHEET

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

ACCIDENT
DATE

92

COUNTY
CODE

MUNICIPAL
CODE

PERSON INFORMATION - USE OVERLAY #2 SHEET FOR CODES

ADDRESS

H I J K L

87. NARRATIVE:

The only description available is that the vehicle is a ford, color as described, with "F O R D" in white letters across the tailgate. There was no reg # available. search of the area proved negative for this vehicle.

Oper #1's license was obtained from Hospital sources and is marked and attached to this report.

Unit #1 appeared to be in good condition, and carried current inspection and registration. Oper #1 carried a valid class "C" license, w/no restrictions, but he did wear glasses, and they were located in the vehicle.

Next of kin was located and transported to Hosp. by Chief P.D. at R/O's request, due to the fact he is familiar with the family. She was informed of fatality by Hosp. officials at

Photographs of the scene were taken by R/O using a 35mm. flash camera. 12 photos were taken from various angles of the road at the scene. These photos will be sent to RDG for development and retention of negatives.

garage, was contacted to tow unit #1. Unit #1 was removed by wrecker of same, and will be stored at this facility until released to insurance company.

Upon this officers observation upon arrival to this scene, oper #1 was not wearing a seat belt.

Damage to the interior of the vehicle consisted of steering column, and the rear view mirror being smashed. No other damage noted.

Oper #1 was the at several area Churches, and resided at the Church, St.

Investigation to continue.

Clear message, # 913, file 3, Report of Vehicle Traffic Fatality, sent and copy attached. News release issued and copy attached. SP7 - 0015 sent to family.

89. DESCRIBE VIOLATIONS

90. SECTION NUMBERS (ONLY IF CHARGED)

UNIT 1

UNIT 2

91. PROBABLE
USE

92. TYPE
TEST

93. RESULTS

☐ NO TEST
☐ REFUSE
☐ UNK

0. %

UNIT 2

91. PROBABLE
USE

92. TYPE
TEST

93. RESULTS

☐ NO TEST
☐ REFUSE
☐ UNK

0. %

94. INVESTIGATION
COMPLETED
YES ☐ NO ☐

FAT

POLICE ACCIDENT SUPPLEMENTAL

TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

POLICE INFORMATION			ACCIDENT TIME & LOCATION		
1. INCIDENT NUMBER			9. ACCIDENT DATE	92	10. DAY OF WEEK
2. AGENCY NAME			11. TIME OF DAY	1700	12. NUMBER OF UNITS
3. STATION PRECINCT	4. PATROL ZONE		13. # KILLED	1	14. # INJURED
5. INVESTIGATOR	6. BADGE NUMBER		15. PRIV. PROP. ACCIDENT	Y <input type="checkbox"/> N <input type="checkbox"/>	
7. APPROVED BY	8. BADGE NUMBER		20. COUNTY		
			21. MUNICIPALITY		

UNIT #: - COMPLETE ONLY THE INFORMATION THAT HAS CHANGED SINCE ORIGINAL REPORT

36. LEGALLY PARKED <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/>	37. REG. PLATE	38. STATE	58. DRIVER NAME
39. PA TITLE OR OUT-OF-STATE VIN			59. DRIVER ADDRESS
40. OWNER			60. CITY, STATE & ZIPCODE
41. OWNER ADDRESS			61. SEX
42. CITY, STATE & ZIPCODE			62. DATE OF BIRTH
43. YEAR	44. MAKE		63. PHONE
45. MODEL (NOT BODY TYPE)	46. INSURANCE <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>	64. COMM VEH <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/>	
47. BODY TYPE	48. SPECIAL USAGE	49. VEHICLE OWNERSHIP	65. DRIVER CLASS
50. INITIAL IMPACT POINT	51. VEHICLE STATUS	52. TRAVEL SPEED	66. DRIVER S.S. #
53. VEHICLE GRADIENT	54. DRIVER PRESENCE <input type="checkbox"/>	55. DRIVER CONDITION	67. CARRIER
56. DRIVER NUMBER	57. STATE	58. CARRIER ADDRESS	68. CITY, STATE & ZIPCODE
59. NARRATIVE - IDENTIFY PRECIPITATING EVENTS, CAUSATION FACTORS, SEQUENCE OF EVENTS, WITNESS STATEMENTS, AND PROVIDE ADDITIONAL DETAILS		70. USDOT #	71. ICC #
		72. VEHICLE CONFIG.	73. CARGO BODY TYPE
		74. NO. OF AXLES	75. HAZARDOUS MATERIALS
		76. RELEASE OF INFORMATION <input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>	

On 92, R/O attended the autopsy of oper #1, at Hosp. with Pathologist, Oper #1 had already been embalmed prior to this. The preliminary findings of Dr. were that oper #1 died of loss of blood due to severe blunt force trauma to chest, causing his heart to tear and pump blood into the chest cavity. Oper #1 received very severe chest injury on the right side with numerous broken ribs. This apparently caused as oper #1 either hit the steering wheel or the air bag as it deployed.

Neither R/O nor are familiar with the force at which the air bag is deployed and attempts will be made to obtain this information.

Investigation continuing.

INSURANCE INFORMATION	COMPANY	84. INVESTIGATION COMPLETE YES <input type="checkbox"/> NO <input type="checkbox"/>
UNIT NO	POLICY NO	

FAT

REPORT OF ACCIDENT

TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOTURECAIN

POLICE INFORMATION

ACCIDENT TIME & LOCATION

1. INCIDENT NUMBER		9. ACCIDENT DATE		10. DAY OF WEEK	
2. AGENCY NAME		11. TIME OF DAY		12. NUMBER OF UNITS	
3. STATION PRECINO		13. # KILLED		14. # INJURED	
4. PATROL ZONE		15. PRV. PROP. ACCIDENT		20. COUNTY	
5. INVESTIGATOR		21. MUNICIPALITY		TOWNSHIP	
6. APPROVED BY					

UNIT #: COMPLETE ONLY THE INFORMATION THAT HAS CHANGED SINCE ORIGINAL REPORT

36. LEGALLY PARKED <input type="checkbox"/> Y <input type="checkbox"/> N		37. REG. PLATE		38. STATE	
39. PA TITLE OR OUT-OF-STATE VIN		40. OWNER		41. OWNER ADDRESS	
42. CITY, STATE & ZIPCODE		43. YEAR		44. MAKE	
45. MODEL (NOT BODY TYPE)		46. INSURANCE		47. BODY TYPE	
48. SPECIAL USAGE		49. VEHICLE OWNERSHIP		50. INITIAL IMPACT POINT	
51. VEHICLE STATUS		52. TRAVEL SPEED		53. VEHICLE GRADIENT	
54. DRIVER PRESENCE		55. DRIVER CONDITION		56. DRIVER NUMBER	
57. STATE		58. DRIVER NAME		59. DRIVER ADDRESS	
60. CITY, STATE & ZIPCODE		61. SEX		62. DATE OF BIRTH	
63. PHONE		64. COMM VEH Y <input type="checkbox"/> N <input type="checkbox"/>		65. DRIVER CLASS	
66. DRIVER S.S. #		67. CARRIER		68. CARRIER ADDRESS	
69. CITY, STATE & ZIPCODE		70. USDOT #		71. ICC #	
72. VEHICLE CONFIG		73. CARGO BODY TYPE		74. GVIN	
75. NO. OF AXLES		76. HAZARDOUS MATERIALS		77. RELEASE ZONE	

87. NARRATIVE - IDENTIFY PRECIPITATING EVENTS, CAUSATION FACTORS, SEQUENCE OF EVENTS, WITNESS STATEMENTS, AND PROVIDE ADDITIONAL DETAILS

On 9/22, R/O spoke with oper #1's daughter in an attempt to learn what may have caused oper #1 to run off the road, believing it may have been possibly a heart attack. Mrs. [redacted] told this [redacted] that her father does 3 services every [redacted] at three different Churches. The [redacted] prior to this accident, he cancelled his services on the advice of his Dr. due to not feeling well for some time before that. He was placed on medication, but Mrs. [redacted] said she did not think her father was taking it, he was taking other medicine he had been given before. She said that on this [redacted] he did not feel right, but went ahead with his services anyway. She said that he usually takes a drive after his services in the afternoon, and he did this on the 1st as well. It was normal for him to be driving around in the [redacted] area.

On 9/22, R/O related this info to [redacted] who related that he was certain #1 did not suffer a heart attack, but it is not possible to say if he was experiencing pain.

R/O unable at this point to get information on airbags.

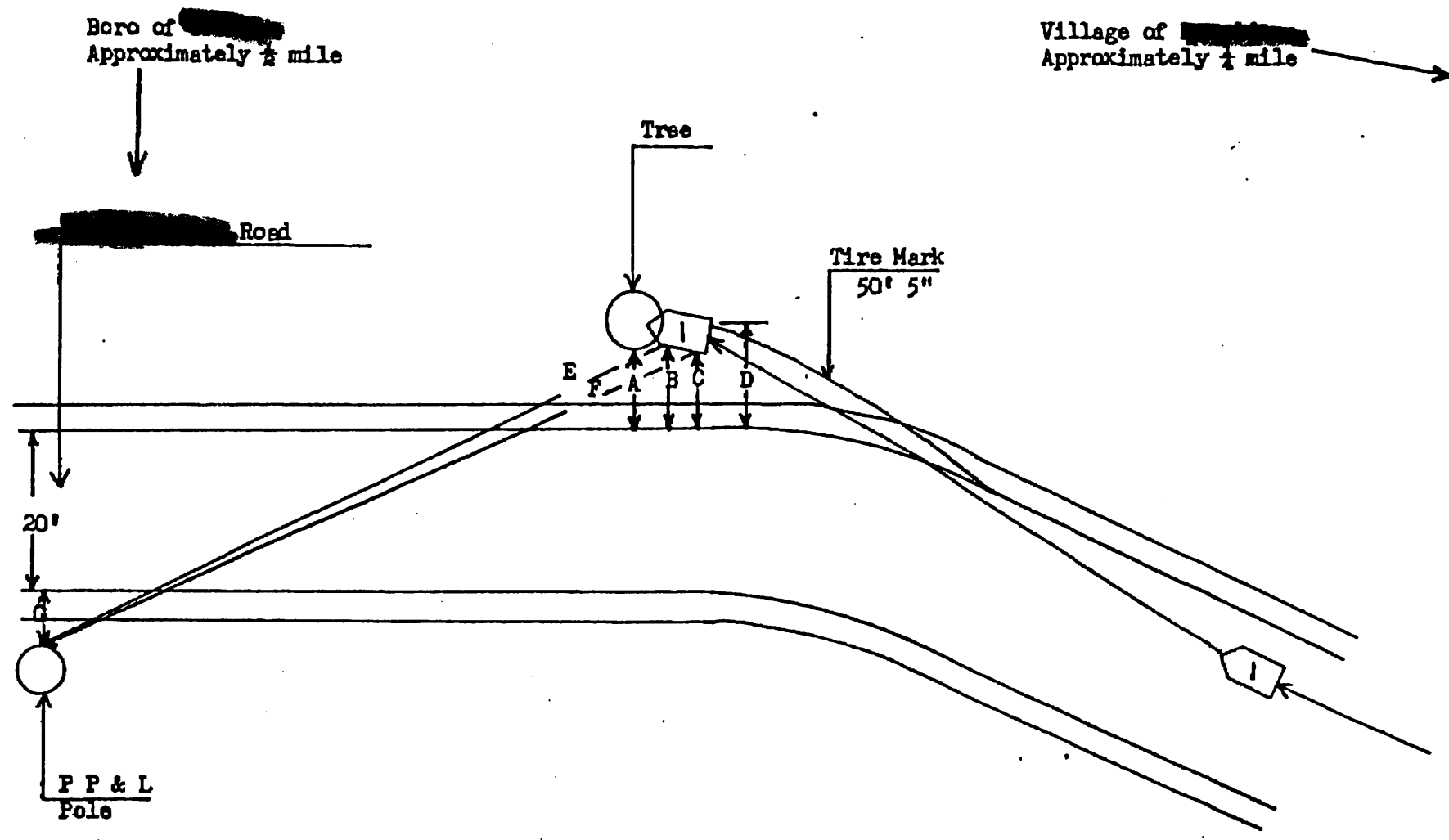
Investigation continuing.

INSURANCE INFORMATION		COMPANY		84. INVESTIGATION COMPLETED	
UNIT NO		POLICY NO		YES <input type="checkbox"/> NO <input type="checkbox"/>	

93 10:28

USDOT/NHTSA/NCSA

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Fatal Traffic Accident **FAT**

7/92 1700 hours

Accident # [redacted]

Investigator - [redacted]

KEY:

- "A" - tree from road edge - 11'
- "B" - left front tire from road edge - 11' 5"
- "C" - left rear tire from road edge - 9' 5"
- "D" - right rear tire from road edge - 13' 3"
- "E" - left front tire from PP&L Pole - 140' 5"
- "F" - left rear tire from PP&L pole - 144' 6"
- "G" - PP & L Pole from edge of road - 30' 4"

006

Appendix B

Insurance Company Photographs

INSURANCE GROUP

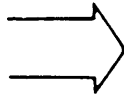
Home Office •

PHOTOGRAPHS

CLAIM NUMBER

auto
INSURED

1/1/92
DATE



DESCRIPTION: _____



(PLACE PHOTO HERE)

1602



TAKEN BY: _____

BEST AVAILABLE COPY

Appendix C

Letter from IIHS

BEST AVAILABLE COPY

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

of pages 9

To	From
Dept./Agency	Phone
Fax #	Fax #
NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION	

NHTSA
DOT, Room
NRD-32

Dear

On I spoke to Trooper 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 wheels. Trooper maintained that the rim was undeformed.

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.

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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 [REDACTED] 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 [REDACTED] to find out whether it is available.

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

Sincerely,

[REDACTED]
[REDACTED]
Research Analyst