

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

U.S. Department of Transportation

National Highway Traffic Safety Administration

Dear Crash Data Researchers/Users:

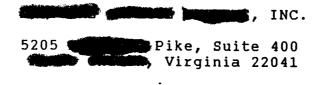
Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public 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.

*** *** ***





_ -

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

This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no responsibility for the contents or use thereof.

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.



•

AIRBAG INVESTIGATION

CASE NO. 93-07

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 | on Case No. 93-07 | 5 | . Report Date 1994 | | |
| - | | 6 | . Performing Organization | n Code | |
| 7. Author(s) Accident Investigation To | eam (1997)) | 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 definition of the accident and a second 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 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 | |
| lst 2nd 3rd 4th | C C C F | L | L F F L | H S S I | 5 2 1 1 | 45 45 45 02 | 2 1 1 1 | |
| * 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

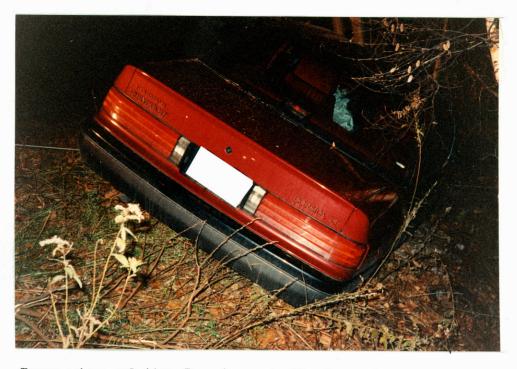
POLICE PHOTOGRAPHS NCSI Case No. 93-07



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.

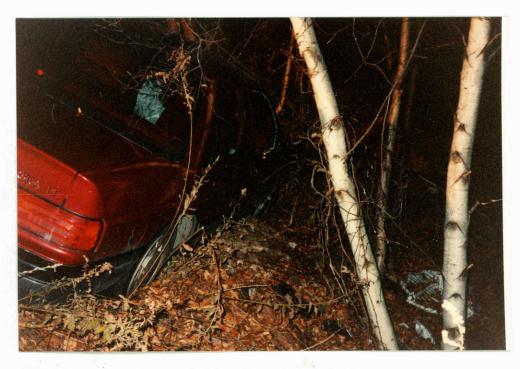


2. Left side view of the Corsica at final rest. Photo is taken looking north.





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>

•

Police Accident Report

| | <u> 10</u> :24 ┥ | | | 0 | 2DOI/WHI2Y/WC | SA | | 003 (UU) مراجع من المراجع الم |
|--|-----------------------|------------------------|------------------------|--|--|-----------------------|---------------------------------------|--|
| · · | 4 | | | | DCCT AUA | ILABLE COPY | | 4 |
| | | | ~~~~~~ | | | | : | した。 |
| 1 | FAT | | | | TH OF PENN CCIDENT RE | | | Representation of the second s |
| | | | / | | NON - REPORTA | | PENN | DOT USE CHLY |
| | POLICE INF | OPMATI | | | | ACCIDENT | LOCAT | |
| 1. INCIDENT | · PULICE INF | UNAATI | | | 20. COUNTY | MCCHDENT. | ST TO AR | GODE - State |
| NUMBER 2. AGENCY | | | | | 21. MUNICIPALITY | L Count | <u>r</u> | CODE |
| NAME P | | | | | | Town | | |
| 3. STATION | | | 4. PATROL ZONE | | | PAL ROADV | VAY INF | ORMATION |
| 5. INVESTIGATOR | | | BADGE | | 22. ROUTE NO. OR STREET NAME | | Stre | |
| 6. APPROVED | | | BADE | and the second | 23. SPEED LIMIT 55 | 24.)TYPE HIGHWAY | | CONTROL C |
| 7. NVESTIGATIC | | S. ARRIV | | | | INTERSEC | | DAD: |
| | ACCIDENT IN | | | | 28. ROUTE NO. OR | | | 1. S. S. |
| 9. ACCIDENT | ACCIDENT IN | 10. DAY OF | | | STREET NAME 27. SPEED | 28 TYPE | | ACCESS |
| DATE 11. TIME OF | /92 | 12. NUMBER | | · · · | LIMIT | | | CONTROL |
| DAY 17 | 00 | OF UNIT | s 1 | | | NOT AT IN | ENSEU | |
| 13. # KILLED | 4.# INJURED | 15, PRIV. PP ACCIDE | | N 🗹 | 30. CROSS STREET SEGMENT MARK | ER SR 209 | · | |
| 18. DID VEHICLE HAV | | 17. VEHICU | | | 31. DIRECTION FROM SITE N | S (E W) 22 | FROM SITE | FT |
| FROM THE SCEN | LINIT 2 | 0 - NONE 1 - LIGHT | Г | 2 | 31 DISTANCE WAS | MEASURED | | STRATED |
| YXND | Y 🗌 N 🗌 | 2 - MODE 3 - SEVE | | | (34) CONSTRUCTION | | | PRINCIPAL |
| 18. HAZARDOUS | | 19. PENIND | | | ZONE | | ontriol · | 0 |
| MATERIALS | YLNM | PROPE | | NY | | | and the second second | |
| A LEGALLY Y N | | | | A. STATE | 36. LEGALLY Y N | | | |
| PARKED 7 | PLATE | . | ľ | PA | PARKED ? | PLATE | • •••• | |
| SO PATITLE OR OUT-OF-STATE VIN | | | | | SOL PA TITLE OR OUT-OF-STATE VIN | | | |
| 40. OWNER | | | | · | 40. OWNER | | | |
| 41. OWNER | | | | | 41. OWNER ADDRESS | | | |
| ADDRESS - | | | | | 42. CITY, STATE | | | |
| A ZIPCODE - | 44. MORE | | | | 43. YEAR | 44. MAKE | •• | |
| 91 46. MODEL - (NOT | Ch | evrolet | AA INS | | 45. MODEL - (NOT | | ÷. :. | |
| | A SPECIAL | | Y 2 N | | BODY TYPE) (47)BODY | KA. SPECIAL | | |
| TYPE OIL | USAGE | 0 | MOWNERSH | IP1 | TYPE | USAGE | ··• | OWNERSHIP |
| SO INITIAL IMPACT | 2 STATUS | 0 | SPEED | 45 . | SO INITIAL IMPACT | 51. VEHICLE STATUS | | SPEED |
| GRADIENT 1 | 54.)DRIVER PRESENC | £ 1 | SE DRIVER CONDITION | v 9 | GRADIENT | 54 DRIVER PRESEN | * | CONDITION |
| 54. DRIVER NUMBER | | • | 57. ST | ATE PA | SS. DRIVER | | | L. S. SIA |
| SIL DRIVER | | | L | FA | NUMBER SALDRIVER | . <u> </u> | | |
| SA DAIVER | Seile | - | | | NAME 59. DRIVER | · · · | | |
| ADDRESS 60. CITY, STATE | 89 | | | | ADDRESS | | i | and the second se |
| A ZIPCODE | Ope | rator / | oumer | | 60. CITY, STATE & ZIPCODE | | | |
| | ATE OF | | 83, PHONE | | | DATE OF | | es. PHONE |
| Lunger and the second s | DRIVER 66 | DRIVER | | | 64. COMMA VEH. BA | DRIVER B | S. DRIVER | |
| 64. COMML VEH 65. | CLASS | 555 | | | 67. CARRIER | | <u> </u> | |
| 64. CONM. VEH. 65. | | 558 | | ÷ | di d | | | |
| 64. CONSUL VEH. 65. Y IN 103 67. CARRIER 68. CARRIER | | | | ; | 61. CARRIER | | · · · · · · · · · · · · · · · · · · · | 412 Be and an and a state |
| 64. COMML VEH. 65. Y [] N [2] 67. CARRER | | | | ; | 61. CARRIER ADDRESS | | | |
| 64. COMBL VEH. 65. Y [] N [23] 67. CARRIER 68. CARRIER ADDRESS 64. CTY, STATE & ZIPCODE | CLASS [| | | · | 61. CARRIER ADDRESS 61. CITY, STATE & ZIPCODE | | | |
| 64. COMBL VEH. 65. Y CJ N (23) 67. CARRIER ADDRESS 68. CITY, STATE 8. ZIPCODE 70. USDOT # | | | PUC a | | 68. CARRER ADDRESS 68. CTY, STATE & ZIPCODE 70. USDOT # | | | |
| 64. COMBAL VEH. 65. Y CJ N (23) 67. CARRIER ADDRESS 68. CTY, STATE & ZIPCODE 70. USDOT # (72. VEH. CONFIG. | CLASS | - | 74. QVWR | | 61. CARRIER ADDRESS 61. CITY, STATE & ZIPCODE | 73 CARGO BODY TYPE | | |
| 64. COMBL. VEH. 65. Y CJ N (23) 67. CARRIER ADDRESS 68. CTY, STATE & ZIPCODE 70. USDOT # (72. VIEH. | CLASS | - | 74. GVWR | | GE. CARRER ADDRESS GA. CTY, STATE & ZIPCODE 70. USDOT # (72.)VEH. | (73)CARGO | s | |

| LATO DI LZI LUDET #L | | USDU1/MIIISA/NCSA | | |
|--|---|----------------------------------|---|---|
| | | | | an a |
| | | | | |
| ┠╾┼╾┼╶┼╾┼┈┽╾┼╾┼╾ | | | | |
| | | | | |
| | - <u>r</u> | | | |
| 1) ILLUMINATION 5 (82) WEATHER 0 | 85. DIAGRAM | | | |
| | | | | |
| | | | | t the start |
| I, PENNSYLVANIA SCHOOL DISTRICT (IF APPLICABLE) | 1 | SEE ATTACHED DI | ACR AM | |
| | | | : | |
| 45 DESCRIPTION OF DAMAGED PROPERTY | 4 | | | |
| | 4 | | • • • • • | |
| OWNER | | ••••••• | | |
| DORESS | 4 | | | |
| | | | | |
| | | | • | |
| KONE | | •••••••••••••••••••••••••••• | · • • • • • • • • • • • • • • • • • • • | |
| 87. HARRATIVE - IDENTIFY PRECIPITATING EVENTS | | | STATEMENTS, AND | PROVIDE ADDITIONAL |
| DETAILS, LIKE INSURANCE INFORMATION AND | مراجع المراجع ا | · | • | |
| Unit #1 was travelling be | st on S | a Road from | tonat | Is SR |
| accident occurred as Oper #1 f | ailed to make a s | light left turn w | dth unit #1 | following marily |
| mbour, and left the road sur | fare on the north | side for an unkn | OWN TEASON | The vehicle |
| travelled 50"5" along the nort | h berm. and struck | k a tree with the | front end. | head one wide the |
| is located approximately 11. | | | | Handally 169 |
| Lameter. The vehcile came to | | | | |
| osition upon arrival to the s | | | | 1 Self- Institution L |
| | | | | |
| <u>ready on the scene and attem</u> | | | ehilce. | And shares and the second s |
| The following measurement | s were taken by R | <u>O at the scene u</u> | sing the Ro | 1-A-Taper |
| stance of tire impression ap | parently from rig | ht rear tire from | first dise | mable spot at |
| edge to final rest - 50* 5"; | Rt rear tire from | road edge - 131 | 3": 1ft from | t time formation |
| ge - 11' 5"; rt front from r | vad edge- couldn. | t obtains lft pr | tire from er | 00 91 54 (MORE! |
| NSURANCE COMPANY | - | INSURANCE COMPANY INFORMATION | | |
| | | UNIT POLICY | • • | |
| NAME | ADDRE | SS NO | · · · · · · · · · · · · · · · · · · · | PHONE - |
| WINTESSES NAME | his time ADDRE | 55 | · | ····································· |
| A9. VIOLATIONS INDICATED | 1 | RO. SECTION NUMBERS | | |
| | | L. SECTARTIONSERS | | 2.961 |
| UNIT 1 DOLLE | | Done | | |
| 4T 2 | | | • . | |
| USE (2) TYPE (2), FESUL | | USE (22) TYPE | PESULTS | NO TEST 94 MEETGATION |
| | | | 0% | HEFUSE CONFLETE TH |
| | | PAGE: 2 | | INVESTIGATING AGENCIT |
| | | · · · · · · · · | · _ · · | |
| | • |) · n | •. | |
| <u></u> | | | •••*••• | |
| • | J | | | |
| | | | | |

.

| O OVEHLAT S | | HEPUHIABLE EL DEPT | | | <u>د الال</u> |
|--------------------------------|---|---------------------------------------|---|--------------------|--|
| A Starting and a second second | | UAIE | 2 COUNTY CODE | MUNICIPAL CODE | Mar . |
| | I - USE OVERLAY # 2 SHEET FOR CC F G NAME | ADDRESS | | | K |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| ┍╼╉╼╂╌╂╶╂╸┠ | | | | | |
| ╵━╂━┼╍┼╍┼╌┼ | | | ••••••• | | |
| J7. NARRATIVE: | | | | | |
| | base on left side of | | | | And the second |
| | tlation was done fro | | | | da pele a |
| | ne and 30° 4° south | | | | |
| left front tire | was 140" 5", and to | the left rear i | t was 144" 6". | There were no | skid a same |
| located on the | roadway, nor were th | ere any indicati | ons that oper # | L attempted to | nse the |
| | an abrupt evasive mo | | | | |
| Unit # | 1 was equipped with | an air bag, which | h was deployed | and opened, ho | ever the |
| steering column | of unit #1 was very | r damaged, to the | point that it | could be turned | A STATE STATE |
| tires did move | | · · · · · · · · · · · · · · · · · · · | | | |
| | 1 was removed from t | the scene and tal | can the | | A State of the sta |
| | • • | | | D. Drand ed en | Martinen, |
| • • • • • | dead at 1800 hours t | | `` | | |
| | Hospital | and willbard 5 | | | |
| | an injuries. Draw | | | Hosp, was cal | |
| informed R/O he | would be doing a po | ost-mortem autopa | sy at 0900 hours | on 72, 1 | dich 2/0 W |
| will attend. | | | | | |
| Oper # | 1 was found by a | | St. | •, | P8. |
| ati appro | imately 1650 - 1700 | hours on | 92. She said sh | e had left | |
| 1620, and was c | n her way home, when | a she waw the ve | hicle, and steam | was coming fr | on the boot |
| She saw no one | in at first, but she | e parked and wen | t over, and obse | rved oper #1 1 | i a altting |
| position, but | aying to his right a | across the cente | r area towards t | he passenger 5 | lde She |
| · · · · · | se, and then left to | | | | · · · · · · · · · · · · · · · · · · · |
| | | | | | Care Boo |
| | off SA a marcon, | | | | |
| 1 1 1 1 1 1 | d to check on this | | and an an and a second shaded | | |
| | slowed, end then s | | | re are no othe | |
| LILIS AFEA, ADD. | this vehicle may have the this vehicle may have the the terms | | ene prior to . Section Numbers (ONL) | E CHARGED | |
| UNIT 1 | | | | | |
| | | | | •• | |
| JNIT 2 | (92.)TYPE (93. RESULTS | | | | 子上的 |
| USE | | NO TEST 00.01. PROL REFUSE USE | | RESULTS IN NO TEST | PA INFERIOR |
| | 0% | UNK UNIT 2 | | | YES |
| AA-45C (1/92) | | | PAGE: 3 | INVESTIC | ATING AGE MAN |
| | C. | | 6 | • | |
| | | · · · · · | · · · · · · · · · · · · · · · · · · · | | |
| _ | | . • • | | | |
| • | | • | BEST A | AILABLE COPY | |
| | | (| | | 6 (1) (1) (1) |

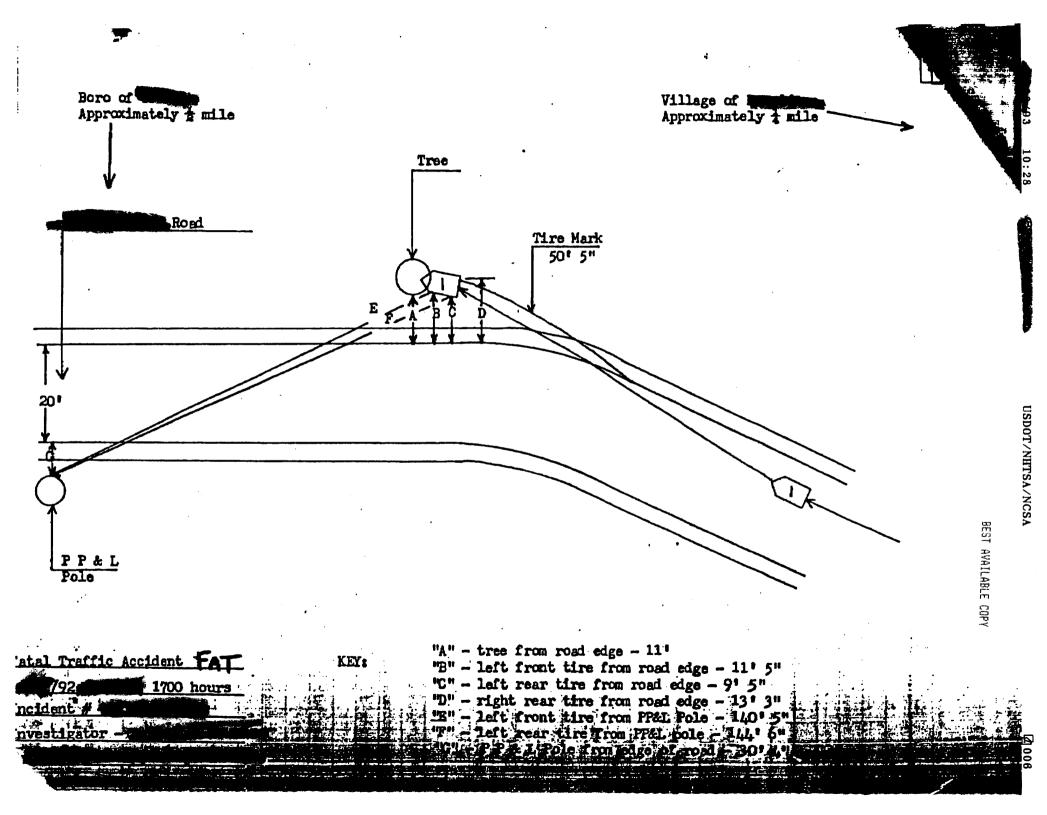
| 10:29 and 10:29 | USDOT/N | ITSA/NCSA | | 4007 |
|---|-----------------------|---------------------|-------------------------|--|
| | | BEST | AVAILABLE COPY | |
| | | | Þ | |
| | PAR CONTINUATIO | | <u>*</u> | |
| TO OVERLAY SHEETS | | | PENNO | DT USE ONLY |
| | ACCIDENT DATE | COUNTY | MUNICIPAL CODE | Part Charles |
| PERSON INFORMATION - USE OVERLAY # 2 SHEET FO | RCODES | | | |
| | ADDRESS | | <u> </u> | K Land |
| | | | | |
| | | ····· | | |
| | | | | |
| | | | | |
| | | | | 25: (38:1) |
| 87. NARRATIVE: : : : : | | | | -34 34 |
| The only description ava | ailable is that the v | chidle is a for | d, color as | described |
| with "FORD" in white letter | s across the tailgate | . There was no | preg # avail | able. |
| search of the area proved negativ | ve for this vehicle. | | | The second |
| Oper #1's license was of | tained from Hospital | sources and is | s marked and | attached to |
| this report. | | • | | |
| Unit //1 appeared to be : | in good condition, an | d carried curr | ent inspectio | n and regie |
| tration. Oper #1 carried a val | | | | · · · · · · · · · · · · · · · · · · · |
| glasses, and they were located in | | | | |
| Next of kin was located | and transported to | Hosp | by Chief | annen gerner ben ber |
| P.D. at R/O's request, due to the | | | | |
| fatality by Hosp. officials at | | | | |
| Photographs of the scen | | sing a 35mm. f | lash comerci | 12 |
| were taken from various angles o | | | | A CARLES AND A CAR |
| RDG for development and retention | | nce mese mo | | - Albert Hall |
| garage, | | + | 17 4F1 | |
| | was contacted to | | | |
| wrecker of same, and will be sto | | | | T3, 2148 B. |
| Upon this officers obse | rvation upon arrival | to this scene, | oper #1 was | BOC MEET |
| a seat belt. | | | | |
| Damage to the interior | | ted of steerin | g columni, and | the rear |
| view mirror being smashed. No o | ther damage moted. | | | |
| Oper #1 was the | at several area Chu | rches, and res | ided at the | |
| Church, | | st. | | |
| Investigation to contin | ue | | | |
| Clean message, # 913, f | | cle Traffic Re | tality sant | |
| attached. News release issued a | | | | |
| 89. DESCRIBE VIOLATIONS | 90. SE | CTION NUMBERS (ONLY | FCHARGED) | |
| UNIT 1 | | | | |
| UNIT 2 | | | · · · · · · · · · · · · | |
| 01. PROBABLE (92. TYPE (93. RESULTS | NO TEST | | | |
| UNIT 1 USE TEST 0. % | | TEST | | CONFLETE |
| AA-45C (1/82) | | | %W | |
| | | PAGE: | INVEST | IGATING AGEND |
| | Sec. 200 | *, | • | |

| | НО Т | 0:31 | | | USDUI/NHISA | VNCSA | BEST AVAI | LABLE COPY | | 네 008 |
|--|--------------------|--|-------------------|---|--------------------------|---|---------------------------------------|------------------------|---------------------------------------|--------------|
| | 5 | | - | | | | 3 - | | | |
| | | | | | OF a | | | 5 | - 1 | |
| B TO | | | The second second | | | | MENTAL | P5 | NNDOT UBE | |
| and the second s | | OLIÇE INFOF | RMATIO | | HOWNERON | | DENT TIME | & LOCAT | QN | |
| I. INCIDENT NUMBER | | State of the state | | | 9. ACCIDENT DATE | and the second se | 62 | 10. DAY OF W | EEK | |
| AGENCY NAME | | | | | 11. TIME OF DAY | 1700 | | 12. NUMBER OF UNITS | 1 | |
| PRECIN | | | | ZONE | 13. # KELED | | INJURED O | ACCIDEN | | KTH T |
| INVESTIGATO | 7. J. | | North Pale | BADGE NUMBER | 20. COUNTY | Beneria antestre | C. ALANA | | - | COLUMN STATE |
| APPROVED A | | | | BADGE D | 21. MUNICIPAL | | | | A | |
| 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 | |
| ADDHESS 12. CITY, STATE & ZIPCODE | | | | | 64. COMM VEH | 65. [| AIVER | 64. DRIVER 5. 8. # | | |
| AS. YEAR | 44 | MAKE | | | 67. CARRIER | <u></u> | ~~~~ | | | THE PARTY |
| AS. MODEL (NOT | | | | | 68. CARRIER ADDRESS | | · · · · · · · · · · · · · · · · · · · | | | |
| BODY TYPE | | 48. SPECIAL | | 49. VEHICLE | 69. CITY, STATE | | | <u> </u> | | |
| TYPE 50. INITIAL IMPA | СТ | USAGE 51, VEHICLE | | OWNERSHIP 52.)TRAVEL | # ZIPCODE 70. USDOT # | | 1CC # | | PUC | |
| S3. VEHICLE | | STATUS SA. DAIVER | | SPEED SE.DRIVER | TZ VEHICLE | Ģ | 3.)CARGO | | 74. CVMB | |
| GRADIENT 6. DRIVER | <u> </u> | PRESENCE | | ST. STATE | CONFIG. 75. NO. OF | | BOOY TYPE | | | EONIZIE |
| NUMBER | - IDENTI | | Q EVENTS | , CAUSATION FACTORS, SI | AXLES | ents, Wi | TNESS STATEN | ENTS, AND PI | | |
| DETAILS | ALC: NO. | | | | | | | | | |
| Or | 11 Roman (1990) | | | ed the autopsy of | | at | | Hosp | with P | |
| st, 1 | | | | ready been embal | | | | prelimi | | |
| | | | | died of loss of | | | | | | |
| | | | | r and pump blocc | | | | | 10.11.11 | |
| • | | | | right side with | | | • • • • • • | | | Have S |
| | | | <u>hit th</u> | e steering wheel | | • | | | | Sfesting 1 |
| | | R/O nor 1 | | are familia | | | | h the a | r ber | |
| leployed a | and at | tempts will | <u>l be m</u> | ade to obtain th | his inform | ation | | | | |
| L | avesti | gation con | | K. | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | 1.5 | |
| | | | | | | • | | | | |
| | | | | | | | | • | ÷ į | |
| | | | | | | | | | • | |
| | | | | | | | | | | 行期 制制 |
| | | | | | | - 1 <u>4</u> | | | | |
| | | | | | | | | | | |
| INSURANCE INFORMATION | COMPAN | Υ | | · · · · · · · · · · · · · · · · · · · | <u> </u> | | ·. | 94. M | NESTIGATI | |
| UNI T NO | POLICY | | | | | | | | YES | NO |
| AA-45-S (1/92) | | | | <u></u> | PAGE: 5 | | | , inv | ESTIGATIN | AGENCO |
| | | ã. | | | | | • | | | |

Έ.

ų i

| ACCIDENT ANALYSEETS POLICE INFORMATION POLICE | 33 | 10:32 | | USDOT/NHTSA/ | | AILABLE COPY | (<u>4</u>)00 |
|--|------------------|---|----------------------------------|-------------------|---------------------------------------|-------------------|-----------------------|
| ACCIDENT ACCIDENT Recommanded Recommanded <threcommanded< th=""> <</threcommanded<> | | | ÷ | | | HILHDLE LUF! | |
| HEROENCE ACCIDENT NAME NEW MACCIDENT NAME POLICE INFORMATION ACCIDENT TIME & LOCATION INCLENT BACCENT BACCENT INCLEAT BACCENT BACCENT INCLEAT BACCENT BACCENT INCLEAT BACCENT BACCENT INTER INTER COMPLETE ONLY THE INFORMATION THAT HAS CHANGED SINCE ORIGINAL INTER INTER BACCENT INTER BACCENT BACCENT INTER BACCENT BACCENT INTER BACCENT BACCENT INTER BACCENT BACCENT | | 1 | | | | | |
| POLICE INFORMATION POLICE INFORMATION POLICE INFORMATION ACCIDENT TIME A LOCATION ACCIDENT ACC | 176 126 | | | | | بر اندا | A-10-14-16 |
| POLICE INFORMATION ACCIDENT TIME & LOCATCHY MAGENT DATE 2 NARCOVERS 2 2 NARCOVERS 2 NA | ER TO OVERLA | Y SHEETS | REPORTABLE | E NON-REPORTA | | PENNOQTU | ECHWIN |
| MARGE DATE 22 IL MARGE | | POLICE INFORMATIC | | - T | | & LOCATION | |
| 2 AGENCY IN THE OF 1700 IN ALLEGA 3 STATOW CANNEL IN A RULPED A RULPED A RULPED 3 STATOW COMMING CANNEL IN A RULPED A STATE 4 APPROLED IN A RULPED IN A RULPED A STATE A DARKER 4 APPROLED IN A RULPED IN ANALON INTAT HAS CHANGED SINCE ORIGINAL 5. LEGALY Y N 197. REG. A STATE IN ANALESA 5. LEGALY Y N 197. REG. A STATE IN ANALESA 5. LEGALY Y N 197. REG. A STATE IN ANALESA 6. CONFREX A STATE S. DARKER 6. CONFREX A STATE S. DARKER 6. CONFREX A CONFESS A DARKER 6. CONFREX A CONFESS A DARKER 6. CONFREX A CONFESS A DARKER 6. CONFREX A CONFREX A CONFREX 7. CONFREX A CONFREX A CONFREX 8. CONTRE C. CONFREX A CONFREX 8. CONTREX C. CONFREX A CONFREX 8. CONTREX C. CONFREX A CONFREX 8. CONTREX C. CONFREX C. CONFREX 9. SONTA | | | | | 22 | 10. DAY OF WEEK | |
| a STATOW PRECEDURE ALL ADDRESS ADDRES | AGENCY - | | | 11. TIME OF | | | |
| EWESTICATION EXCORE EXCORET EXCORET TOODES EXCORET EXCORET EXCORET EXCORET A APPROXED INT INTERCENTION EXCORET EXCORET EXCORET UNIT S: COMPLETE ONLY THE INFORMATION THAT HAS CHANGED SINCE ORIGINAL EXCORET EXCORET ANDRES INTERCENTION EXCORET EXCORET EXCORET ACOMER ACOMER ACOMER ACOMER EXCORET EXCORET ACOMER EXCORET EXCORET EXCORET EXCORET EXCORET EXCORET ACOMER EXCORET EXCORET <t< td=""><td></td><td></td><td>4. PATROL</td><td></td><td>14. S WUURED</td><td></td><td></td></t<> | | | 4. PATROL | | 14. S WUURED | | |
| Trooper 3. MARCHAIN AND PARTY IN THE INFORMATION THAT HAS CHANGED SINCE ORIGINAL APPROACE OF LATE A APPROACE OF LATE A STATE A APPROACE OF LATE A STATE A RAKED PLATE ARKED PLATE ARKED PLATE ARKED PLATE ARKED PLATE ARKED PLATE ARKE PLATE ARKE A CONVERT ARKE PLATE ARKER PLATE ARKER PLATE ARKER P | | to a second s | | | | ACCIDENT | Υ [↓] |
| UNIT 8: COMPLETE ONLY THE INFORMATION THAT HAS CHANGED SINCE ORIGINAL MARKED PARTE SELECTIVY N 137.REG TATUE OR OWER A CONSTRUEN A CONSTRUENT A CONSTRUE | Trooper 1 | | | | | | |
| SLECALY Y N N.R.G. DESTATE BLENAME ARXED PLATE SLENAME NAME SLENAMER SLENAMER SLENAMER SUBJECT STATE SLENAMER SUBJECT SLENAMER SLENAMER SUBJECT SLENAMER SLENAMER SUBJECT SLENAMER SLENAMER SUBJECT SLENAMER SLENAGE SUBTINE STATE SLENAGE SLENAGE SUBTINE SLENAMER SLENAGE SLENAGE SUBTINE STATE SLENAGE SLENAGE SUBTINE STATE SLENAGE SLENAGE SUBTINE STATE SLENAGE SLENAGE | | | | | Townsh | ip 🖓 | |
| AMARE MAKE SAFATTLE CR SAFATE SAFATTLE CR SAFATE SAFATTLE CR SAFATE SAFATTLE CR SAFATE SAFATE SAFATE | | | | | S CHANGED SIN | ICE ORIGINAL'I | REPORT |
| SE FATILE OR SE DATAGE OUTOF STATE VIN ADDRESS AG OWNER SECON BOONT TYPE USAGE OWNER SECON BOONT STATUS SECON SECON SECON BOONT STATUS SECON BOONT SECON </td <td></td> <td></td> <td>B8. STATE</td> <td></td> <td></td> <td></td> <td></td> | | | B8. STATE | | | | |
| AL OWNER Sa CHY, STATE AL OWNER ADDRESS AL OWNER ADDRESS AL OWNER SI SEX BERTH SI DATE OF BERTH SI DATE OF BERTH SI COMM VEH BERTH SI COMMERS SI COMMERSING SI CARGER BOOV TYPE USAGE OWNERSHIP SI CONSTRUCT SUPARU MANCT SUPARUE SUPARUE SUPARUE <td></td> <td></td> <td></td> <td>59. DAINER</td> <td></td> <td>······</td> <td></td> | | | | 59. DAINER | | ······ | |
| ALLOWERT SEX E2 CHIF GF SERIE ADDRESS 22 CHY, STATE 64. COMM VEH. BEDRAVER 64. DRIVER 42 CHY, STATE 64. COMM VEH. BEDRAVER 64. DRIVER 42 CHY, STATE 64. COMM VEH. BEDRAVER 64. DRIVER 43 YEAR 44. MAKE 67. CARRER 64. DRIVER 44 YEAR 44. MAKE 67. CARRER 64. DRIVER BODY IVPE 43. SPECUL 67. CARRER 64. DRIVER BODY IVPE 43. SPECUL 67. CARRER 64. DRIVER BODY IVPE 43. SPECUL 67. CARRER ADDRESS DIDOT 43. SPECUL 67. CARRER ADDRESS DIDOT 43. SPECUL 67. CARRER ADDRESS DIDAT 43. SPECUL 67. CARRER ADDRESS DIDAT 43. SPECUL 67. CARRER ADDRESS DIDAT 10. SARDER CONSTANCE CARRER SDEWALE 50. SPECUL 62. CHY, STATE CARRER SDEWALE 50. SPECUL 62. CHY, STATE CARRER SDEWALE 50. SPECUL 50. SPECUL CARESS SDEWALE | | | | 60. CITY, STATE | | | 11:53 |
| 22 Cirk STATE 54 CONAN VENt 54 DERVER B& DERVER 2 STRODE Y C AN CLASS 5.5.9 34 YEAR 44 MAKE 67. CARRER CLASS 5.5.9 43 YEAR 44 MAKE 67. CARRER ADDRESS 5.5.9 43 YEAR 44 MAKE 67. CARRER ADDRESS 5.5.9 BOOP YIVE Y IN UNKIL ADDRESS ADDRESS ADDRESS CONSTALL MARCT SINGHALL SINGHALL ADDRESS ADDRESS SONTALL MARCT SINGHAL SINGHAL ADDRESS ADDRESS SONTALL MARCT SINGHAL SINGHAL ADDRESS ADDRESS SONTALL MARCT SINGHAL SINGHAL TO USDOT * ICC * FUG SONTALL MARCT SINGHAL SINGHAL TO USDOT * ICC * FUG SONTALL MARCT SINGHAL SINGHAL TO USDOT * ICC * FUG SONTAL MARCT SINGHAL SINGHAL TO USDOT * ICC * FUG SONTAL MARCT SINGHAL SINGHAL TO USDOT * TO USDOT * TO USDOT * TO USDOT * <td< td=""><td>I. OWNER</td><td></td><td></td><td></td><td>52. DATE OF</td><td>183. PHO</td><td></td></td<> | I. OWNER | | | | 52. DATE OF | 183. PHO | |
| ALTRODE Y C N CLASS S.S.* ALTYCAR 44. MAKE ST.CARAER S.S.* AL MOREL (NOT BOOY TYPE) Y N CLASS S.S.* AL MOREL (NOT BOOY TYPE) Y N CLASS S.S.* AL MOREL (NOT BOOY TYPE) USAGE GOMERSHIP V N CLASS S.S.* SUBOLY USAGE OWNERSHIP USAGE S.T. NA CONTRACT SUPERCIL | | | · | RA COMMA VEH | | | |
| 44. MCOEL (NOT 44. NSURANCE 56. CARRER BOOV TYPE VSNE NOT UNK 62. CNSTATE TNPE USAGE OWNERSHIP 62. CNSTATE SNUTAL MAPACT SNUTAL MAPACT SNUTAL MAPACT SNUTAL MAPACT SNUTAL MAPACT SNUTAL MAPACT SNUTAL M | & ZIPCODE | | | YOND | | | |
| BOOV TYPE V N Lock ACORESS TYPE USAGE OWNERSHIP A ZPRODE A ZPRODE OWNTAL MEACT STATUS SPEED TO USDOT & A ZPRODE OWNTAL MEACT STATUS SPEED TO USDOT & A ZPRODE OWNTAL MEACT STATUS SPEED TO USDOT & A ZPRODE OWNTAL MEACT STATUS SPEED TO USDOT & A ZPRODE OWNTAL STATUS SPEED TO USDOT & A ZPRODE SPENCE STATUS STATUS SPEED TO USDOT & A ZPRODE OWNTAL OWNTAL SPEED TO USDOT & A ZPRODE TO CARGON A ZPRODE MARES ADARCEA STATUS SPEED TO USDOT & A ZPRODE TO TRANS A ZPRODE OWNTAL SPEED SPECED STATUS SPECED TO SPECED TO SPECED SPECED SPECED SPECED SPECED TO SPECED TO SPECED S | LYEAR | 14. MAKE | | 67. CARRIER | | | |
| AT DECOV AS PECIL developing and | | | | | | | C. State |
| SONTAUL MARACT SUMENCIE SUMENCIE TO.USDOT* CC* PUC PADM STATUS STATUS <td>7.)BODY</td> <td></td> <td>49.VEHICLE</td> <td>69. CITY, STATE</td> <td></td> <td>1</td> <td></td> | 7.)BODY | | 49.VEHICLE | 69. CITY, STATE | | 1 | |
| SUPART EXPANSE EXPANSE GAMENT PRESERCE CONSTRANCE EXPANSE ENDING EN | D. NITIAL IMPACT | 51, VEHICLE | 52.)TRAVEL | | ICC # | | |
| 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 | | |
| DerAils Ontwork 92, 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 posses attack. Mrs. The prior to this accident, he cancelled his services attack. Mrs. The prior to this accident, he cancelled his services attack. Mrs. The prior to this accident, he cancelled his services advice of his Dr. due to not feeling well for some time before that. He was place actication, but Mrs. Services said she did not think her father was taking it, he was other medicine he had been given before. She said that in this the he did no right, but went shead with his services anyway. She said that he usually takes a his services in the afternoon, and he did this on the lat as well. It was norm to be driving around in the service anyway is not related that he was #1 did not suffer a heart attack, but it is not possible to say if he was experies pain. R/O unable at this point to get information on airbags. Investigation continuing. #SURANCE COMPANY NFORMATION MONT POLICY NO NO YES | NUMBER | | | AXLES | MATERIALS | Y C | I'N TINK |
| what may have caused oper #1 to run off the road, believing it may have been possights. attack. Mrs. attack. Mrs. iifferent Churches. The image prior to this accident, he cancelled his services advice of his Dr. due to not feeling well for some time before that. He was place acdication, but Mrs. Said she did not think her father was taking it, he was other medicine he had been given before. She said that in this right. but went ahead with his services anyway. She said that he usually takes a his services in the afternoon , and he did this on the lst as well. It was norm to be driving around in the 41 did not suffer a heart attack. but it is not possible to say if he was experies Data R/O unable at this point to get information on airbags. Investingtion continuing. NSURANCE COMPANY NORMAINS WWT POLICY NO | DETAILS | | S, CAUSATION FACTORS, S | SEQUENCE OF EVENT | S, WITNESS STATEME | ENTS, AND PROVIDE | DOITIONAL |
| what may have caused oper #1 to rum off the road, believing it may have been possights. attack. Mrs. attack. Mrs. iifferent Churches. The imprior to this accident, he cancelled his services advice of his Dr. due to not feeling well for some time before that. He was place aedication, but Mrs. Said she did not think her father was taking it, he was other medicine he had been given before. She said that in this other medicine he had been given before. She said that he usually takes a ads services in the afternoon , and he did this on the lst as well. It was norm to be driving around in the 92. R/O related this info to 92. R/O related this info to 92. R/O related this info to 93. R/O unable at this point to get information on airbags. Investigation continuing | On | 92, E/O spok | e with oper #1': | 5 daughter 🗃 | in | an attempt | |
| attack. Mrs. with told this with that her father does 3 services every attack. Mrs. The father prior to this accident, he cancelled his services advice of his Dr. due to not feeling well for some time before that. He was place aedication, but Mrs. Said she did not think her father was taking it, he was other medicine he had been given before. She said that an this that he usually takes a other medicine he had been given before. She said that he usually takes a other medicine he had been given before. She said that he usually takes a nis services in the afternoon , and he did this on the lst as well. It was norm to be driving around in the services information on airbags. Out 192, R/O related this info to possible to say if he was experies pain. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE COMPANY NORMATON WWT NO | hat may have | | | | | | |
| ifferent Churches. The prior to this accident, he cancelled his services advice of his Dr. due to not feeling well for some time before that. He was place acdication, but Mrs. Said she did not think her father was taking it, he was other medicine he had been given before. She said that in this services he did not right, but went ahead with his services anyway. She said that he usually takes a his services in the afternoon, and he did this on the 1st as well. It was norm to be driving around in the services anyway. She said that he usually takes a 011 92. R/O related this info to services well. It was norm to be driving around in the services but it is not possible to say if he was experies pain. R/O unable at this point to get information on airbags. Investigation continuing. NO NSURANCE NOT NO NO NO YES | | | | | | | |
| advice of his Dr. due to not feeling well for some time before that. He was place medication, but Mrs. Said she did not think her father was taking it, he was other medicine he had been given before. She said that in this section he did not right, but went ahead with his services anyway. She said that he usually takes a ads services in the afternoon, and he did this on the lst as well. It was norm to be driving around in the MAGE ALL ALL ALL ALL ALL ALL ALL ALL ALL AL | | | | | | | |
| acdication, but Mrs. Said she did not think her father was taking it, he was other medicine he had been given before. She said that an this She did not tripted before. right. but went ahead with his services anyway. She said that he usually takes a dis services in the afternoon, and he did this on the 1st as well. It was normation to be driving around in the services area. On 192. R/O related this info to 192. R/O related this info to 192. No 192. R/O related this info to 192. R/O related this info to 192. R/O related this info to 192. R/O related that he was experied being. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE COMPANY NO NO | | • | | | | | |
| other medicine he had been given before. She said that in this the he did not right, but went shead with his services anyway. She said that he usually takes a his services in the afternoon , and he did this on the lst as well. It was norm to be driving around in the service area. Onter 92, R/O related this info to service who related that he was experied that not suffer a heart attack, but it is not possible to say if he was experied bain. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE NO NO NO | | and the second se | | | | | |
| right, but went ahead with his services anyway. She said that he usually takes a dis services in the afternoon, and he did this on the 1st as well. It was norm to be driving around in the services area. It was norm to be driving around in the services area. On 22, R/O related this info to service area. 01 22, R/O related this info to service area. I did not suffer a heart attack, but it is not possible to say if he was experied bains. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE COMPANY NO NO | dication, bu | t Mrs. Said | d she did not th | nink her fatl | er was takin | g it, he was | taking |
| right, but went ahead with his services anyway. She said that he usually takes a dis services in the afternoon, and he did this on the 1st as well. It was norm to be driving around in the services area. It was norm to be driving around in the services area. On 22, R/O related this info to service area. 01 22, R/O related this info to service area. I did not suffer a heart attack, but it is not possible to say if he was experied bains. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE COMPANY NO NO | ther medicine | he had been give | en before. She | said that be | this this | he did not | 1-1 |
| Add Services in the afternoon , and he did this on the 1st as well. It was norm to be driving around in the 92. R/O related this info to 93. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE COMPANY NFORMATION 94. NMESTR UNIT POLCY NO NO | | | | | | | |
| to be driving around in the area. Ont92, R/O related this info to who related that he way #1 did not suffer a heart attack, but it is not possible to say if he was experience pain. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE COMPANY NFORMATION 94, NMESTR UNIT POLICY NO NO | | | | | | | CONTRACTOR OF STREET |
| Ont | · · | | | | S 3 WCILL | IC WAS INCIMAL | |
| #1 did not suffer a heart attack, but it is not possible to say if he was experience pain. R/O unable at this point to get information on airbags. Investigation continuing. NSURANCE COMPANY NFORMATION 94, INVESTOR UNIT POLICY NO NO | | | And the the second second second | | | | |
| R/O unable at this point to get information on airbags Investigation continuing INSURANCE COMPANY NFORMATION UNIT POLICY NO | On | 92. R/O relat | ted this info to | | who related | that he was | |
| 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) | . | | PAGE: 6 | | INVESTIGAT | MG AGENC |



Appendix B

• .•

Insurance Company Photographs



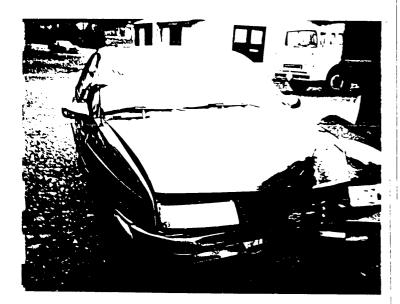
PHOTOGRAPHS

CLAIM NUMBER

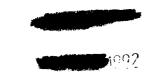
INSURED

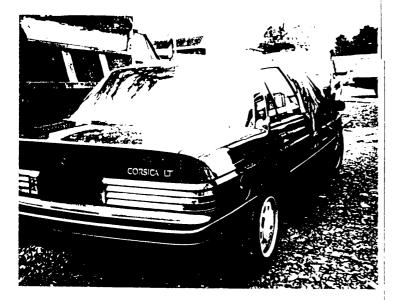


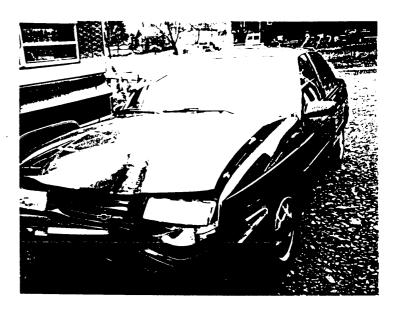
DESCRIPTION: .



(PLACE PHOTO HERE)











Appendix C

.

Letter from IIHS

| 9 3 | 10:22 | | USDOT/NHTSA/NCSA | | | | 4 001 |
|-------------|-------|--|--------------------------|----------|--------------|-------------|--|
| 14 A | | | | | 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