



SPECIAL CRASH INVESTIGATIONS

**COUNTS OF
FRONTAL AIR BAG RELATED
FATALITIES AND SERIOUSLY
INJURED PERSONS**

REPORT DATE: October 1, 2001

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
NATIONAL CENTER FOR STATISTICS AND ANALYSIS
CRASH INVESTIGATION DIVISION
WASHINGTON, D.C. 20590

The methods for estimating the number of “Registered Air Bag Equipped Vehicles”, and the “Fatalities Per Million Vehicle Years” have been modified to more accurately reflect the air bag exposure rates for drivers and passengers.

A new estimate for “Registered Air Bag Equipped Vehicles” was found by using R.L. Polk vehicle registration data. The new figures have been modified to consider the attrition rates¹ of vehicles on the road by model year, and the amount of time each vehicle was on the road during its first year. The current year’s estimate for the modified “Registered Air Bag Equipped Vehicles” is estimated to be the same as the previous year’s “Registered Air Bag Equipped Vehicles”. These numbers will be updated with the new R.L. Polk vehicle registration data the following year.

The quantity “Fatalities Per Million Vehicle Years” for a specific vehicle model year was previously calculated by dividing the count of occupants fatally injured by a deploying air bag for a given vehicle model year, by the product of the amount of newly registered air bag equipped vehicles of the given year and the number of years the vehicles of that year have been on the road. In the past when calculating the number of years vehicles of a given model year have been on the road, with the exception of the current MY, each vehicle was counted as being on the road for a full year. A new method of estimating the time each vehicle was on the road during its first year has been developed in which an even distribution of vehicle registrations is assumed throughout the year. Analysis of this distribution shows that a more accurate estimate of the time each vehicle was on the road in its first production year is one half of a year².

The quantity “Fatalities Per Million Vehicle Years” for a normalized 12-month period was previously calculated by dividing the count of occupants fatally injured by a deploying air bag for each 12-month production period by the total number of registered vehicles with air bags during that same interval. Each 12-month production period was aligned with the vehicle production year, September 1 through August 31. A change similar to the one made for the vehicle model year exposure estimate was made for the quantity “Fatalities Per Million Vehicle Years” for a normalized 12-month period. The new method divides the count of occupants fatally injured by a deploying air bag for each 12-month period by the sum of the total number of registered vehicles with air bags of the previous model years³ and one half the registered vehicles of the vehicle model year that corresponds to the production period of the crash.

¹The attrition rate of a vehicle is dependent on the amount of time a vehicle has been on the road. Different estimated attrition rates were initially calculated for automobiles and light trucks. Estimated attrition rates were used from “Updated Vehicle Survivability and Travel Mileage Schedules”, November 1995, Visibility and Controls Division, Safety Performance Standards, U.S. Department of Transportation, National Highway Traffic Safety Administration.

²The estimate for the amount time a vehicle of a given model year has been on the road during the current vehicle model year is multiplied by a correction factor that is based on the month the data is generated.

³ The term “the previous model years” refers to the vehicle model years before the vehicle model year of the production period of the crash.

COUNTS FOR AIR BAG RELATED FATALITIES AND SERIOUSLY INJURED PERSONS

Counts for Confirmed Air Bag Related Fatalities through 10-01-01:

| | | | |
|--------------------|----|------------|-------------------------|
| Children | | 119 | (US=118; Puerto Rico=1) |
| (RFCSS) | 20 | | |
| (Not RFCSS) | 99 | | (US=98; Puerto Rico=1) |
| Drivers (Adult) | | 68 | |
| Passengers(Adults) | | 2 | |
| TOTAL | | 195 | |

Counts for Confirmed and Unconfirmed* Air Bag Related Fatalities By Crash Year

| FATALS BY YEAR | Children In RFCSS | Children NOT In RFCSS | ADULT DRIVERS | ADULT PASSENGERS | TOTALS BY YEAR | | FEMALES 62" or Less | |
|----------------|-------------------|-----------------------|---------------|------------------|----------------|---------------|---------------------|------------|
| | | | | | CONFIRMED | [UNCONFIRMED] | Drivers | Passengers |
| 1990 | 0 | 0 | 1 | 0 | 1 | [0] | 1 | 0 |
| 1991 | 0 | 0 | 4 | 0 | 4 | [0] | 1 | 0 |
| 1992 | 0 | 0 | 3 | 0 | 3 | [0] | 2 | 0 |
| 1993 | 0 | 1 | 4 | 0 | 5 | [0] | 2 | 0 |
| 1994 | 0 | 5 | 7[1] | 0 | 12 | [1] | 1 | 0 |
| 1995 | 3 | 5 [1] | 5 | 0 | 13 | [1] | 4 | 0 |
| 1996 | 6 | 19[1] | 7 | 2 | 34 | [1] | 2 | 0 |
| 1997 | 4 | 27 | 18 [2] | 4[1] | 53 | [3] | 4 | 3 |
| 1998 | 5 | 20[8] | 12 | 1[2] | 38 | [10] | 5 | 0[1] |
| 1999 | 2[1] | 16 [6] | 3[2] | 0 | 21 | [9] | 3[1] | 0 |
| 2000 | 0 | 6[3] | 4[2] | 1[1] | 11 | [6] | 2[1] | 0 |
| 2001 | 0[1] | 0[6] | 0[1] | 0 | 0 | [8] | 0 | 0 |
| TOTAL | 20[2] | 99[25] | 68[8] | 8[4] | 195 | [39] | 27[2] | 3[1] |

* Note: The unconfirmed counts are in brackets.

ESTIMATED GROSS NUMBER OF LIVES SAVED BY AIR BAGS AS OF 10/01/01:
7585 - 6360 drivers (1781 belted, 4579 not belted) - 1225 front-right passengers (343 belted, 882 not belted)

Status of air bag related fatality and serious injury cases during the period 7/01/01 - 10/01/01:

- Four crash investigations were added to the summary tables, 1-fatal child in a RFCSS, 2-fatal children, and 1-fatal driver.
- Three new crash investigations were initiated by SCI teams: 1-fatal child in a RFCSS; 1-fatal child; and 1-fatal driver.
- Field investigations continued on 40 previously initiated and reported crash investigations: 1-fatal child in a RFCSS; 1-fatal child in a FFCSS; 1-nonfatal child in a FFCSS; 23-fatal children; 3-nonfatal children; 7-fatal drivers; 1-nonfatal driver; and, 4-fatal adult passengers. Note: One crash investigation involves a fatal driver and a fatal adult passenger in the same vehicle.
- Five previously initiated crash investigations were dropped: 2-fatal children, 1-nonfatal child, 1-nonfatal driver, and 1-fatal adult passenger.

Summary tables for Air Bag Related Fatality and Serious Injury cases are available through the following NHTSA website:
www.nhtsa.dot.gov/people/ncsa/scireps.html

CHILDREN CONFIRMED AS RECEIVING A FATAL INJURY RELATED TO AN AIR BAG

| | | |
|--|------------|-------------------------|
| Children fatally injured by the PAB | 115 | (US=114, Puerto Rico=1) |
| - Rear Facing child safety seats(8) | 20 | |
| - Forward Facing child safety seats (3,6) | 5 | |
| - Unrestrained or improperly restrained children (4) | | |
| (with pre-impact braking) | 75 | |
| (without pre-impact braking) | 10 | (US=9, Puerto Rico=1) |
| - Wearing lap and shoulder belt(1,7) | | |
| (with pre-impact braking) | 2 | |
| (without pre-impact braking)(9) | 3 | |
| Children fatally injured by the DAB | 4 | |

CHILDREN CONFIRMED AS RECEIVING A LIFE THREATENING INJURY RELATED TO AN AIR BAG

| | |
|---|-----------|
| Children with life threatening injuries by the PAB | 31 |
| - Rear Facing child safety seats | 8 |
| - Forward Facing child safety seats (10) | 2 |
| - Unrestrained or improperly restrained children | |
| (with pre-impact braking) | 12 |
| (without pre-impact braking) | 4 |
| (unknown pre-impact braking) | 2 |
| - Wearing lap and shoulder belt | |
| (with pre-impact braking) | 2 |
| (without pre-impact braking) | 1 |
| Children with life threatening injuries by the DAB | 1 |

DRIVERS CONFIRMED AS RECEIVING A FATAL INJURY RELATED TO AN AIR BAG

| | |
|-----------------------------|-----------|
| Fatal Drivers | 68 |
| - Drivers belted | 20 |
| - A.:JDrivers misused belts | 3 |
| - Drivers not belted | 44 |
| - Unknown if driver belted | 1 |

DRIVERS CONFIRMED AS RECEIVING A LIFE THREATENING INJURY RELATED TO AN AIR BAG

| | |
|---|----------|
| Driver Life Threatening Injuries | 7 |
| - Drivers belted | 1 |
| - Drivers misused belts | 0 |
| - Drivers not belted (2,5) | 6 |
| - Unknown if driver belted | 0 |

ADULT PASSENGERS CONFIRMED AS RECEIVING A FATAL INJURY RELATED TO AN AIR BAG

| | |
|-------------------------------|----------|
| Fatal Passengers | 8 |
| - Passengers belted | 2 |
| - Passengers misused belts | 0 |
| - Passengers not belted | 6 |
| - Unknown if passenger belted | 0 |

ADULT PASSENGERS CONFIRMED AS RECEIVING A LIFE THREATENING INJURY RELATED TO AN AIR BAG

| | |
|-------------------------------------|----------|
| Seriously Injured Passengers | 6 |
| - Passengers belted | 4 |
| - Passengers misused belts | 0 |
| - Passengers not belted | 1 |
| - Unknown if passenger belted | 1 |

¹ A five year old, 35 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case CA9610.

- A five year old, 39 pound male child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9622.
- A two year old, 23 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9732.
- A seven year old, 57 pound male child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case DS9610.
- ² An unbelted pregnant female sustained an abruption of the placenta from the uterine wall and the fetus subsequently expired. See case CA9509.
- ³ Forward facing child safety seat not restrained to vehicle in case DS9611.
- ⁴ A two year old, 33 pound female child was kneeling in the seat using the lap portion of the lap and shoulder belt. See case DS9718.
- ⁵ Driver expired approximately six weeks post crash of pneumonia. The NHTSA definition for the time to death in a fatal crash is expired within 30 days or less after the crash. See case CA9729.
- ⁶ Forward facing child safety seat not properly restrained to vehicle in case CA9745.
- ⁷ Front right occupant (11-year-old-male) leaning forward to pick up a tissue prior to impact in case IN9729.
- ⁸ Front right passenger AON/OFF switch was in the on position in case CA9834.
- ⁹ Front right occupants (11-year-old-female) seat track was in the forward position. See case CA00010.
- ¹⁰ Forward facing child safety seat was improperly installed in case CA9706.

10/01/2001

CASES FROM THE SPECIAL CRASH INVESTIGATION PROGRAM

INFANTS IN REAR FACING CHILD SAFETY SEATS WHO SUSTAINED FATAL OR SERIOUS INJURIES IN MINOR OR MODERATE SEVERITY AIR BAG DEPLOYMENT CRASHES

| Fatal Count | Case Number | Case Status | Crash Date | Invest Date | St | Age | Sex | Ht (IN) | Wt (LB) | Restraint Use | Vehicle Model Year | Vehicle Make | Vehicle Model | Change In Velocity (MPH) | Pre-Impact Braking | Injury Descriptions | Injury Source |
|-------------|-------------|--------------|------------|-------------|----|------|-----|---------|---------|--|--------------------|--------------|----------------|--------------------------|--------------------|---|--------------------------------|
| | DS9423 | AVAILABLE | Nov-94 | Dec-94 | CA | 3 mo | F | 20 | 13 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1994 | COROLLA | TOYOTA | LOW | YES | NON-FATAL SKULL FXS | PAB FLAP; PAB; CHILD SEAT BACK |
| 1 | CA9516 | AVAILABLE | Jul-95 | Jul-95 | PA | 3 wk | F | 24 | 11 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | FORD | ESCORT | 20-25 | YES | SKULL FXS; BRAIN INJURY | PAB FLAP; PAB; CHILD SEAT BACK |
| 2 | DS9519 | AVAILABLE | Sep-95 | Sep-95 | CA | 5 mo | F | 27 | 20 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1994 | TOYOTA | CAMRY | <10 | YES | SKULL FXS; BRAIN INJURY | PAB FLAP; PAB; CHILD SEAT BACK |
| 3 | CA9522 | AVAILABLE | Oct-95 | Nov-95 | LA | 4 mo | M | 24 | 17 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | SATURN | SL1 | 12-14 | YES | SKULL FXS; BRAIN INJURY | PAB; CHILD SEAT BACK |
| | DS9522 | AVAILABLE | Oct-95 | Nov-95 | CA | 6 mo | M | UNK | 15 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | FORD | ESCORT | <10 | YES | NON-FATAL SKULL FXS | PAB; CHILD SEAT BACK |
| | DS9525 | UNDER REVIEW | Nov-95 | Dec-95 | CO | 3 mo | M | 25 | 15 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1994 | FORD | ASPIRE | 9 | YES | NON-FATAL SKULL FXS | PAB FLAP; PAB; CHILD SEAT BACK |
| | IN9521 | AVAILABLE | Nov-95 | Dec-95 | WI | 7 wk | M | 22 | 10 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1996 | DODGE | CARAVAN | 12-17 | YES | NON-FATAL SKULL FXS | PAB; CHILD SEAT BACK |
| 4 | CA9602 | UNDER REVIEW | Jan-96 | Feb-96 | NJ | 4 mo | M | 24 | 20 | MIS-USED - BELTS NOT USED PROPERLY; PROPERLY SECURED IN RFCSS | 1995 | ISUZU | TROOPER | 15 | NO | LARGE SUBDURAL AND EPIDURAL HEMATOMA; SKULL FXS; SUBARACHNOID HEMORRHAGE | PAB FLAP; PAB; CHILD SEAT BACK |
| 5 | LTC96018 | AVAILABLE | May-96 | May-96 | FL | 8 mo | F | 27 | 19 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1994 | TOYOTA | CAMRY | 10 | UNK | BRAIN INJURY | PAB |
| 6 | CA9608 | UNDER REVIEW | Apr-96 | May-96 | FL | 3 mo | M | 23 | 18 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | HYUNDAI | ACCENT | MODERATE | YES | HEAD INJURIES | PAB; CHILD SEAT BACK |
| 7 | IN9617 | AVAILABLE | Jun-96 | Jul-96 | IL | 1 wk | F | 18 | 8 | NO - RFCSS HELD IN LAP OF PASSENGER; PROPERLY SECURED IN RFCSS | 1995 | FORD | ESCORT | 8 | YES | HEAD INJURIES | PAB |
| | CA9613 | UNDER REVIEW | Sep-96 | Oct-96 | GA | 5 mo | M | 28 | 19 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1996 | SATURN | SW2 | 6 | YES | NON-FATAL SKULL FX; CONTUSION OF THE LEFT FRONTO TEMPORAL AREA WITH A SMALL SUBDURAL HEMATOMA | PAB FLAP; PAB; CHILD SEAT BACK |
| 8 | CA9615 | AVAILABLE | Sep-96 | Oct-96 | OH | 1 mo | M | 21 | 8 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | MAZDA | PROTEGE | 12-14 | YES | SKULL FXS; BRAIN INJURY | PAB FLAP; PAB; CHILD SEAT BACK |
| 9 | CA9616 | AVAILABLE | Oct-96 | Oct-96 | FL | 7 wk | F | 21 | 10 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1996 | DODGE | CARAVAN | 12 | YES | SKULL FXS; BRAIN INJURY | PAB FLAP; PAB; CHILD SEAT BACK |
| | CA9621 | AVAILABLE | Nov-96 | Nov-96 | NH | 3 wk | F | 19 | 8 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | FORD | ESCORT | 24 | NO | NON-FATAL SKULL FXS; BRAIN SWELLING | PAB; CHILD SEAT BACK |
| | CA9623 | UNDER REVIEW | Dec-96 | Dec-96 | VA | 3 mo | M | 19 | 12 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | FORD | ESCORT | 10 | YES | NON-FATAL SKULL FXS; SMALL SUBARACHNOID HEMORRHAGE; SMALL EPIDURAL HEMATOMA | PAB; CHILD SEAT BACK |
| 10 | DS9709 | ACTIVE | May-97 | May-97 | CA | 4 mo | M | 26 | 20 | MIS-USED - BELTS NOT USED PROPERLY; PROPERLY SECURED IN RFCSS | 1994 | MAZDA | 626 | 21 | NO | SKULL FXS; BRAIN INJURY | PAB FLAP; PAB; CHILD SEAT BACK |
| 11 | DS9708 | ACTIVE | May-97 | May-97 | NC | 5 mo | M | 28 | 21 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | FORD | CROWN VICTORIA | 13 | YES | SKULL FXS; BRAIN INJURY | PAB; CHILD SEAT BACK |
| 12 | DS9714 | ACTIVE | Jun-97 | Jun-97 | CO | 3 mo | M | UNK | UNK | NO - RFCSS HELD IN LAP OF PASSENGER; NOT PROPERLY SECURED IN RFCSS | 1997 | FORD | ESCORT | 16 | YES | SKULL FXS; BRAIN INJURY | PAB; CHILD SEAT BACK |
| 13 | CA9807 | UNDER REVIEW | Jan-98 | Feb-98 | GA | 4 mo | F | UNK | UNK | NO - RFCSS HELD IN LAP OF PASSENGER; NOT PROPERLY SECURED IN RFCSS | 1996 | FORD | CONTOUR | 8-10 | NO | SKULL FXS; CLOSED HEAD INJURY | PAB FLAP; PAB; CHILD SEAT BACK |

| | | | | | | | | | | | | | | | | | | |
|---|---------|--------------|--------|--------|----|------|---|----|----|---|---|---------|----------|-------|-----|--|--------------------------------|--|
| | CA9748 | UNDER REVIEW | Sep-97 | Nov-97 | FL | 3 mo | M | 24 | 12 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1994 | TOYOTA | CAMRY | 7-10 | YES | BILATERAL SUBDURAL & SUBARACHNOID HEMORRHAGE | PAB; CHILD SEAT BACK | |
| 14 | CA9828 | UNDER REVIEW | Apr-98 | Apr-98 | FL | 3 wk | F | 19 | 9 | MIS-USED - BELTS USED; NOT PROPERLY SECURED IN | 1995 | SATURN | SC1 | 10 | YES | MACERATED BRAIN & DEPRESSED SKULL FX | PAB; CHILD SEAT BACK | |
| 15 See Note | CA9834 | AVAILABLE | May-98 | May-98 | OH | 2 mo | M | 25 | 13 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1997 | FORD | F150 | 10 | YES | SUBDURAL & SUBARACHNOID HEMORRHAGE | PAB; CHILD SEAT BACK | |
| 16 | DS9713 | AVAILABLE | Jun-97 | Jun-97 | UT | 3 mo | F | 25 | 17 | YES - BELTS USED; PROPERLY SECURED IN RFCSS | 1995 | HYUNDAI | ACCENT | 12 | NO | HORIZONTAL SKULL FRACTURE OF THE OCCIPITAL BONE WITH LOSE OF BRAIN TISSUE | PAB; CHILD SEAT BACK | |
| 17 | IN9814 | ACTIVE | Feb-98 | Feb-98 | TX | 6 mo | F | 29 | 26 | NO - BELTS NOT USED; NOT PROPERLY SECURED IN RFCSS | 1995 | FORD | EXPLORER | 13-17 | YES | BASILAR AND OCCIPITAL SKULL FRACTURES WITH SUBARACHNOID HEMORRHAGE | PAB; CHILD SEAT BACK | |
| 18 | CA9907 | UNDER REVIEW | Apr-99 | Apr-99 | AL | 6wk | F | 23 | 10 | MIS-USED - BELTS USED; NOT PROPERLY SECURED IN RFCSS | 1995 | SATURN | SC2 | 9 | YES | PATCHY SUBDURAL AND INTRAVENTRICULAR HEMORRHAGE; CEREBRAL EDEMA WITH DIFFUSE SUBARACHNOID HEMORRHAGE | PAB FLAP; PAB; CHILD SEAT BACK | |
| 19 | IN00009 | AVAILABLE | Oct-99 | Mar-00 | TX | 4 mo | M | 26 | 17 | YES | 1996 | LEXUS | ES300 | 8 | YES | SKULL FRACTURE WITH UNDERLYING SUBDURAL AND SUBARACHNOID HEMORRHAGE | PAB | |
| 20 | CA01014 | ACTIVE | Oct-98 | Jan-01 | OH | 2 mo | M | 24 | 17 | NO - RFCSS HELD IN LAP OF PASSENGER; UNKNOWN IF PROPERLY SECURED IN | 1996 | TOYOTA | COROLLA | 17 | NO | SKULL FRACTURES AND BRAIN INJURIES | PAB; PAB FLAP | |
| Active - Investigation initiated and continuing; Report not yet received at NHTSA | | | | | | | | | | | UNK - Unknown | | | | | N/A - Not Applicable | | |
| Under Review - Investigation complete; Report under review by NHTSA staff; Report not available | | | | | | | | | | | PAB FLAP - Passenger's air bag cover flap | | | | | PAB - Passenger's Air Bag | | |
| Available - Report review complete; Report placed in public file and available from VOLPE Center (617) 494-2640 | | | | | | | | | | | DAB - Driver's Air Bag | | | | | FX - Fracture | | |

10/01/2001

| CASES FROM THE SPECIAL CRASH INVESTIGATION PROGRAM | | | | | | | | | | | | | | | | | |
|---|-------------|------------------------------|------------|-------------|----|------|-----|---------|---------|--|--------------------|--------------|---------------|--------------------------|--------------------|---|--------------------------------|
| CHILDREN NOT IN REAR FACING CHILD SAFETY SEATS WHO SUSTAINED FATAL OR SERIOUS INJURIES IN MINOR OR MODERATE SEVERITY AIR BAG DEPLOYMENT CRASHES | | | | | | | | | | | | | | | | | |
| Fatal Count | Case Number | Case Status | Crash Date | Invest Date | St | Age | Sex | Ht (IN) | Wt (LB) | Restraint Use | Vehicle Model Year | Vehicle Make | Vehicle Model | Change In Velocity (MPH) | Pre-Impact Braking | Injury Descriptions | Injury Source |
| 1 | CA9307 | AVAILABLE | Apr-93 | Apr-93 | OH | 6 | F | 44 | 51 | NO | 1993 | VOLVO | 850 | 7 | YES | BRAIN INJURY | PAB FLAP; PAB; WINDSHIELD PAB; |
| 2 | DS9420 | AVAILABLE | Sep-94 | Dec-94 | UT | 4 | F | 41 | 35 | NO | 1994 | DODGE | CARAVAN | 8 | YES | SKULL FX | INSTRUMENT PANEL PAB |
| 3 | CA9443 | AVAILABLE | Jul-94 | Dec-94 | VA | 4 | M | 44 | 54 | NO | 1994 | FORD | MUSTANG | 10-12 | YES | BRAIN; NECK INJURY | PAB |
| 4 | IN9508 | AVAILABLE | Mar-95 | May-95 | TX | 9 | M | 55 | 65 | MIS-USED - USED LAP BELT ONLY | 1995 | PLYMOUTH | VOYAGER | 16 | YES | BRAIN; NECK INJURY | PAB |
| 5 | CA9515 | AVAILABLE | Mar-94 | Aug-95 | TX | 7 | F | 53 | 78 | NO | 1993 | LEXUS | LS400 | LOW | YES | ATLANTO-OCCIPITAL; C-SPINE | PAB |
| 6 | CA9520 | AVAILABLE | Oct-95 | Oct-95 | UT | 5 | M | 41 | 55 | NO | 1994 | CHEVROLE | CAMARO | 10 | YES | C-SPINE INJURY | PAB FLAP |
| 7 | CA9521 | AVAILABLE | Oct-95 | Oct-95 | MD | 7 | F | 51 | 55 | MIS-USED - USED LAP BELT ONLY | 1995 | DODGE | CARAVAN | 11 | YES | CLOSED HEAD INJURY; BRAIN DEAD | PAB |
| | IN9518 | AVAILABLE | Oct-95 | Oct-95 | PA | 3 | M | 41 | 37 | YES - BELTS USED; PROPERLY SECURED IN BOOSTER SEAT | 1995 | JAGUAR | XJS | <10 | YES | NON-FATAL BRAIN INJURY | PAB |
| 8 | IN9520 | AVAILABLE | May-95 | Dec-95 | MI | 5 | F | 42 | 45 | NO | 1995 | FORD | CONTOUR | 10-15 | YES | ATLANTO OCCIPITAL; C-SPINE; BRAIN | PAB FLAP |
| 9 | CA9523 | AVAILABLE | Apr-95 | Dec-95 | VT | 5 | F | 46 | 45 | NO | 1993 | DODGE | INTREPID | 12-18 | YES | BRAIN; NECK INJURY | PAB |
| 10 | ID9501 | AVAILABLE | Dec-94 | Dec-95 | MS | 6 | F | UNK | UNK | NO | 1995 | TOYOTA | CAMRY | <10 | YES | CLOSED HEAD INJURY | PAB FLAP |
| 11 | CA9601 | AVAILABLE | Jan-96 | Jan-96 | MI | 9 | M | 54 | 90 | NO | 1995 | DODGE | CARAVAN | 12-18 | YES | ATLANTO OCCIPITAL DISLOCATION; SPINAL CORD INJURY | PAB |
| 12 | DS9605 | UNDER REVIEW | Apr-96 | Apr-96 | MD | 3 | F | 39 | 29 | NO - ON LAP OF PASSENGER | 1995 | GEO | METRO | 10 | NO | ATLANTO OCCIPITAL; SPINAL CORD INJURY; SKULL FX; CORTICAL CONTUSION; SUBARACHNOID HEMORRHAGE | PAB; PAB FLAP |
| 13 | IN9610 | UNDER REVIEW | Dec-94 | Apr-96 | VA | 4 | F | 46 | 50 | NO | 1994 | FORD | ASPIRE | 12-16 | YES | CONCUSSION; CEREBRAL EDEMA; INTRAVENTRICULAR HEMORRHAGE; SUBARACHNOID HEMORRHAGE; ATLANTO-OCCIPITAL DISLOCATION | PAB |
| 14 | IN9612 | AVAILABLE | May-96 | May-96 | NC | 4 | F | 43 | 45 | NO | 1994 | PLYMOUTH | VOYAGER | 8 | YES | BRAIN; NECK INJURY | PAB |
| 15 | CA9607 | UNDER REVIEW | May-96 | May-96 | NY | 7 | M | 48 | 50 | NO | 1995 | FORD | CONTOUR | <15 | YES | NECK TRANSECTED | PAB FLAP |
| 16 | IN9618 | AVAILABLE | Jun-96 | Jul-96 | KS | 5 | M | UNK | 42 | NO | 1995 | CHEVROLE | LUMINA | 12 | YES | NECK FX | PAB |
| 17 | IN9619 | AVAILABLE | Jun-96 | Aug-96 | MO | 4 | M | 48 | 50 | NO | 1995 | DODGE | CARAVAN | 15-20 | YES | BASAL SKULL FX | PAB |
| 18 See Note 1 | CA9610 | ACTIVE | Sep-96 | Sep-96 | TN | 5 | F | 35 | 41 | YES | 1996 | DODGE | CARAVAN | 12 | YES | BRAIN INJURY | PAB |
| 19 | CA9612 | AVAILABLE | Sep-96 | Sep-96 | NH | 5 | M | 46 | 62 | NO | 1995 | HYUNDAI | SONATA | 12-14 | YES | C-SPINE FX; SPINAL CORD INJURY | PAB FLAP |
| | CA9611 | AVAILABLE | Sep-96 | Sep-96 | PA | 5 | M | 42 | 40 | MIS-USED - USED LAP BELT ONLY | 1995 | FORD | CONTOUR | 9 | YES | CLOSED HEAD INJURY - CONCUSSIVE SYNDROME WITH DEFICIT | PAB |
| | NS9601 | ACTIVE | Aug-96 | Sep-96 | MI | 3 | M | 42 | 32 | MIS-USED - USED LAP BELT ONLY | 1996 | FORD | ESCORT | 22 | NO | NON-FATAL BRAIN INJURY | UNK |
| 20 See Note 1 | IN9622 | AVAILABLE | Jun-96 | Sep-96 | OK | 5 | M | 46 | 39 | YES | 1996 | MITSUBISHI | GALANT | 12 | YES | CLOSED HEAD INJURY; DEPRESSED SKULL FX | PAB |
| 21 | IN9625 | AVAILABLE | Oct-96 | Oct-96 | MS | 6 | M | 46 | 50 | NO | 1995 | FORD | MUSTANG | 8-11 | YES | NECK FX | PAB |
| | IN9626 | UNDER REVIEW | Oct-96 | Oct-96 | OH | 4 | F | 42 | 31 | NO | 1995 | CHEVROLE T | CAMARO | 7 | YES | NON-FATAL BRAIN INJURY; SKULL FX | PAB, CENTER FLOOR |
| 22 | IN9624 | AVAILABLE | Jul-96 | Oct-96 | NM | 6 | F | 47 | 65 | NO | 1996 | PLYMOUTH | NEON | LOW | YES | CERVICAL FX | PAB |
| | DS9609 | UNDER REVIEW | Nov-96 | Nov-96 | UT | 4 | M | 43 | 40 | MIS-USED - USED LAP BELT ONLY | 1995 | PONTIAC | GRAND PRIX | 8 | YES | NON-FATAL BRAIN INJURY; ARM FX | PAB, MODULE COVER |
| 23 See Note 3 | DS9611 | AVAILABLE | Nov-96 | Nov-96 | ID | 1 | F | 28 | 18 | NO - BELTS NOT USED; PROPERLY SECURED IN FFCSS | 1995 | VOLKSWAGEN | JETTA | 7 | YES | DECAPITATION; ARM FXS | PAB |
| | NS9604 | AVAILABLE as NASS 96-74-195J | Dec-96 | Dec-96 | NE | 6 | M | 52 | 55 | NO | 1995 | PLYMOUTH | VOYAGER | 8 | YES | NON-FATAL NECK FX | PAB FLAP |
| | DS9614 | UNDER REVIEW | Dec-96 | Dec-96 | CO | 7 mo | F | 28 | 18 | NO - INFANT HELD IN LAP OF PASSENGER; NOT IN FFCSS | 1996 | FORD | ESCORT | 12 | YES | NON-FATAL BRAIN HEMORRHAGE | PAB |
| 24 | IN9629 | AVAILABLE | Dec-96 | Dec-96 | KY | 4 | M | 45 | 40 | NO | 1995 | GEO | METRO | LOW | YES | NECK FX | PAB |

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| 25 | DS9612 | UNDER REVIEW | Dec-96 | Dec-96 | NM | 4 | F | 44 | 38 | MIS-USED - USED LAP BELT ONLY | 1996 | OLDSMOBILE | CUTLASS | 14 | YES | HEAD INJURIES; POSTERIO-MEDIAL FRACTURES TO RIBS; EXTENSION INJURY C2 AND C3 | PAB |
| 26 | IN9701 | AVAILABLE | Dec-96 | Jan-97 | TX | 2 | M | 36 | 24 | NO - ON LAP OF PASSENGER | 1995 | GEO | METRO | 10 | YES | DECAPITATION | PAB |
| 27 | CA9702 | UNDER REVIEW | Jan-97 | Jan-97 | PA | 1 | F | 34 | 25 | NO - ON LAP OF PASSENGER | 1994 | FORD | ASPIRE | LOW | NO | CERVICAL CORD LACERATION; SUBARACHNOID HEMORRHAGE | PAB FLAP |
| 28 | CA9624 | UNDER REVIEW | Dec-96 | Dec-96 | GA | 1 | F | 36 | 22 | NO - ON LAP OF PASSENGER | 1997 | SATURN | SL2 | 10-12 | YES | CLOSED HEAD INJURY | PAB |
| | CA9706 | AVAILABLE | Jan-97 | Feb-97 | ME | 3 | M | 41 | 35 | MIS-USED - BELTS NOT USED PROPERLY; NOT PROPERLY SECURED IN BOOSTER SEAT | 1994 | DODGE | CARAVAN | 11 | YES | NON-FATAL SKULL FX; BRAIN INJURY | PAB; MODULE COVER |
| 29 | IN9705 | AVAILABLE | Feb-97 | Feb-97 | OH | 4 | M | 42 | 42 | NO | 1997 | HYUNDAI | ACCENT | 13 | YES | CERVICAL FX | PAB |
| | DS9701 | AVAILABLE | Jan-97 | Mar-97 | CO | 7 | M | UNK | 60 | YES | 1995 | DODGE | CARAVAN | 10 | NO | NON-FATAL HEAD INJURY | PAB |
| 30 | CA9716 | AVAILABLE | Apr-97 | Apr-97 | PR | 1 | F | 34 | 27 | NO | 1996 | HYUNDAI | ACCENT | LOW | YES | C1/C2 FX/DISPLACEMENT; COMPLETE CORD TRANSECTION | PAB FLAP; PAB |
| | DS9702 | UNDER REVIEW | Feb-97 | Feb-97 | CA | 6 | F | 45 | 49 | YES | 1996 | DODGE | GRAND CARAVAN | 14 | YES | NON-FATAL CLOSED HEAD INJURY; BRAIN SWELLING | PAB |
| 31 | LTC9712 A | AVAILABLE | Apr-97 | Apr-97 | FL | 2 | M | 32 | 21 | NO - ON LAP OF PASSENGER | 1995 | SATURN | SL2 | 13 | NO | TRANSECTION OF POSTERIOR CERVICAL SPINAL CORD | PAB |
| 32 | IN9718 | UNDER REVIEW | May-96 | Jul-97 | IL | 4 | F | 45 | 44 | MIS-USED - USED LAP BELT ONLY | 1994 | PLYMOUTH | VOYAGER | 13 | YES | C1/C2 SUBLUXATION; BRAIN INJURY | PAB |
| 33 | CA9728 | ACTIVE | Aug-97 | Aug-97 | NC | 8 | F | 53 | 86 | NO | 1994 | JAGUAR | XJ6 | 19 | YES | ATLANTO-OCCIPITAL FX/DISLOCATION | PAB |
| | CA9712 | UNDER REVIEW | Feb-97 | Mar-97 | FL | 3 | F | 42 | 30 | MIS-USED - USED LAP BELT ONLY | 1997 | GEO | METRO | 21 | YES | NON-FATAL BRAIN INJURY; SKULL FX | PAB; CENTER INSTRUMENT PANEL |
| | IN9727 | AVAILABLE | Nov-96 | Sep-97 | WI | 8 | F | 49 | 55 | NO | 1996 | PLYMOUTH | VOYAGER | 24 | NO | NON-FATAL ATLANTO-OCCIPITAL; C-SPINE; NONANATOMIC BRAIN INJURY; DIFFUSE CEREBRAL EDEMA; INTRAVENTRICULAR AND SUBARACHNOID | PAB |
| 34 See Note 4 | DS9718 | AVAILABLE | Aug-97 | Sep-97 | NM | 2 | F | 38 | 33 | MIS-USED - USED LAP BELT ONLY | 1995 | HYUNDAI | ACCENT | 14 | YES | TRANSECTION OF CERVICAL SPINAL CORD | PAB |
| 35 See Note 1 | IN9732 | UNDER REVIEW | Aug-97 | Sep-97 | OK | 2 | F | 37 | 23 | NO | 1995 | MINIBISHI | GALANT | 14 | YES | ATLANTO-OCCIPITAL AND ATLANTO-AXIAL DISLOCATIONS | PAB |
| 36 | IN9733 | UNDER REVIEW | May-97 | Sep-97 | TX | 4 | F | 39 | 39 | NO | 1997 | CHEVROLET | CAMARO | 12 | YES | FX/DISLOCATION AT C1 WITH CORD SYNDROME | PAB |
| 37 | DS9717 | AVAILABLE | Jul-97 | Aug-97 | AZ | 5 | M | 44 | 42 | NO | 1997 | MERCURY | TRACER | 6 | YES | FX/DISLOCATION OF CERVICAL SPINE; PARTIAL SPINAL CORD TRANSECTION | PAB FLAP |
| | IN9721 | AVAILABLE | Jul-97 | Jul-97 | OK | 3 | F | 42 | 36 | MIS-USED - USED LAP BELT ONLY | 1995 | DODGE | NEON | 18 | YES | OCCIPITAL CERVICAL DISLOCATION AT C1/C2 WITH SPINAL CORD INJURY | PAB |
| | IN9717 | AVAILABLE | Jun-97 | Jun-97 | IN | 4 | M | 36 | 40 | YES - USED LAP BELT ONLY; CENTER FRONT PASSENGER | 1992 | FORD | TAURUS | 10-15 | NO | FX/SUBLUXATION AT C2 | DAB |
| | IN9715 | AVAILABLE | Jun-97 | Jun-97 | MO | 6 | M | 40 | 44 | NO | 1997 | VOLKSWAGEN | JETTA | 18 | YES | CLOSED HEAD INJURY | PAB |
| 38 See Note 6 | CA9745 | ACTIVE | Oct-97 | Nov-97 | FL | 1 | F | 32 | 28 | MIS-USED - BELTS NOT USED PROPERLY; PROPERLY SECURED IN FECSS | 1997 | GEO | METRO | 8-10 | NO | CEREBRAL EDEMA/SCALPULAR, SUBARACHNOID HEMORRHAGE | PAB |
| 39 | IN9735 | UNDER REVIEW | Oct-97 | Oct-97 | AL | 6 | M | 49 | 48 | NO | 1994 | PONTIAC | GRAND PRIX | 14 | YES | FX/SUBLUXATION AT C2-C3 WITH SPINAL CORD INJURY | PAB |
| 40 See Note 7 | IN9729 | UNDER REVIEW | Sep-97 | Sep-97 | MN | 11 | M | 60 | 70 | YES | 1994 | DODGE | GRAND CARAVAN | 7 | NO | NONANATOMIC BRAIN INJURY; BRAIN STEM HERNIATION; SUBDURAL HEMATOMA; SUBARACHNOID | PAB |
| 41 | IN9742 | ACTIVE | Nov-97 | Nov-97 | MS | 5 | F | 37 | 40 | NO | 1995 | FORD | CONTOUR | 8 | YES | FX/DISLOCATION AT C1 WITH SPINAL CORD TRANSECTION | PAB FLAP |
| 42 | CA9733 | UNDER REVIEW | Sep-97 | Oct-97 | OH | 4 | F | 39 | 34 | NO | 1994 | FORD | CROWN VICTORIA | 12-15 | YES | CRANIO/CERVICAL DISARTICULATION; SPINAL CORD COMPRESSION | PAB |
| | 1997-06-140K | UNDER REVIEW | Oct-97 | Oct-97 | PA | 5 | F | UNK | UNK | NO | 1997 | GEO | METRO | 16 | NO | RIGHT FRONTAL CEREBRAL CONTUSION | PAB |
| 43 | IN9734 | AVAILABLE | Oct-97 | Oct-97 | TX | 4 | F | 44 | 28 | NO | 1997 | HYUNDAI | ACCENT | 11 | YES | FX C2; SPINAL CORD TRANSECTION/COMPRESSION | PAB |

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| 44 | DS9721 | AVAILABLE | Oct-97 | Oct-97 | OR | 7 | M | UNK | UNK | NO | 1996 | MERCURY | SABLE | 11 | YES | C1/C2 SEPARATION; CRUSHED LARYNX AND TRACHEA | PAB |
| 45 | CA9824 | UNDER REVIEW | Apr-98 | Apr-98 | VA | 3 | F | 42 | 45 | NO | 1997 | FORD | EXPLORE R | 12 | YES | C1/C2 FX/DISLOCATION; SPINAL CORD TRANSECTION | PAB FLAP; PAB |
| 46 | 1998-00505A | UNDER REVIEW | Apr-98 | Apr-98 | PA | 6 | M | 46 | 52 | MIS-USED - USED LAP BELT ONLY | 1995 | MITSUBISHI | ECLIPSE | 18 | YES | SUBDURAL/SUBARACHNOID HEMORRHAGE; T1/T2 TRANSECTION (NO HIGH CERVICAL INJURY WITH PROBABLE CORD TRANSECTION | PAB |
| 47 | CA9742 | AVAILABLE | Oct-97 | Oct-97 | NY | 7 | M | 48 | 48 | NO | 1995 | TOYOTA | AVALON | 20 | YES | CORD TRANSECTION | PAB |
| 48 | CA9827 | AVAILABLE | Apr-98 | Apr-98 | MS | 10 | F | 56 | 75 | NO | 1995 | VOLKSWAGEN | JETTA | 12 | YES | C1/C2 FX; COMPLETE SPINAL CORD TRANSECTION | PAB |
| 49 | CA9747 | UNDER REVIEW | Nov-97 | Nov-97 | NC | 3 | F | 36 | 39 | NO - ON LAP OF PASSENGER | 1996 | PLYMOUTH | NEON | 9 | YES | C3/C4 ANTERIOR SUBLUXATION; BRAIN STEM HERNIATION; LUNG CONTUSIONS | PAB |
| 50 | IN9714 | AVAILABLE | May-97 | May-97 | LA | 7 | F | 53 | 48 | NO | 1996 | SUBARU | IMPENZA | 10 | YES | DIFFUSE CEREBRAL EDEMA; DIFFUSE SUBARACHNOID HEMORRHAGE; SUBDURAL HEMATOMA; C1 DISLOCATION | PAB |
| 51 | CA9835 | UNDER REVIEW | Apr-98 | May-98 | KY | 9 | F | 56 | 60-70 | MIS-USED - USED LAP BELT ONLY | 1995 | MERCURY | COUGAR | 3-5 | YES | LEFT SUBDURAL HEMATOMA; MASSIVE CEREBRAL EDEMA; C1/C2 ROTARY SUBLUXATION | PAB |
| 52 | CA9847 | UNDER REVIEW | Aug-98 | Sep-98 | GA | 3 | M | 43 | 40 | NO | 1995 | TOYOTA | COROLLA | 12 | YES | SEPARATION OF SKULL FROM C1 SPINAL VERTEBRA | PAB FLAP |
| 53 | IN9820 | ACTIVE | Feb-97 | Aug-98 | TX | 7 | M | 48 | 49 | NO | 1994 | FORD | PROBE | 6-9 | NO | BRAIN STEM COMPRESSION; GLOBAL SUBARACHNOID HEMORRHAGE; SUBDURAL HEMATOMA | PAB |
| | IN9824 | ACTIVE | Dec-94 | Oct-98 | TX | 4 | M | 40 | 44 | NO | 1994 | PONTIAC | FIREBIRD | 15 | YES | ANTERIOR DISLOCATION C1/C2; COMPLETE CORD SYNDROME | PAB |
| 54 | IN9830 | ACTIVE | Nov-98 | Nov-98 | AR | 8 | M | 46 | 44 | NO | 1998 | DODGE | RAM 1500 | 18 | YES | ATLANTO-OCCIPITAL DISLOCATION AT C1; SPINAL CORD TRANSECTION | PAB |
| 55 | DS9814 | AVAILABLE | Mar-96 | Apr-98 | KY | 4 | F | 40 | 35 | NO | 1994 | PLYMOUTH | VOYAGER | 9 | YES | CEREBRAL EDEMA; SUBARACHNOID HEMORRHAGE; DISPLACED C1/C2 CERVICAL SPINE INJURY | PAB; WINDSHIELD |
| | CA9819 | AVAILABLE | Mar-98 | Mar-98 | FL | 7 | F | UNK | 42 | MIS-USED - USED LAP BELT ONLY | 1996 | ACURA | TL | 15 | YES | COMPLETE SPINAL CORD INJURY C1/C2 RESULTING IN QUADRIPLEGIA; SUBARACHNOID HEMORRHAGE, CLOSED HEAD INJURY | PAB |
| 56 | IN9827 | ACTIVE | Sep-98 | Oct-98 | AR | 1 | F | UNK | UNK | NO-BELTS NOT USED; PROPERLY SECURED IN FFCSS | 1995 | TOYOTA | COROLLA | 10-14 | YES | FX C5-C7; COMPLETE SPINAL CORD TRANSECTION | PAB |
| 57 | LTC9831 | ACTIVE | Jun-98 | Jul-98 | FL | 3 | M | 36 | 37 | NO - ON LAP OF PASSENGER | 1994 | DODGE | CARAVAN | 10 | NO | DISTRACTION OF C1/C2 WITH COMPLETE SPINAL CORD TRANSECTION | PAB |
| 58 | DS9825 | ACTIVE | Sep-98 | Sep-98 | CA | 2 | M | 37 | 40 | UNKNOWN - BELTS USED; UNKNOWN IF SECURED IN FFCSS | 1995 | GEO | PRIZM | 17 | YES | FX C1/C4; COMPLETE SPINAL CORD TRANSECTION; SUBARACHNOID HEMORRHAGE | PAB |
| 59 | IN9902 | AVAILABLE | Jan-99 | Feb-99 | IL | 4 | M | 42 | 35 | NO | 1999 | PONTIAC | GRAND AM | 13 | NO | ATLANTO-OCCIPITAL DISLOCATION; SPINAL CORD LACERATION; SUBARACHNOID HEMORRHAGE | PAB FLAP; PAB |
| 60 | IN9970 | ACTIVE | Jan-97 | Apr-99 | LA | 3 | F | 40 | 33 | NO | 1996 | FORD | TAURUS | 13 | YES | SEVERE CEREBRAL EDEMA; SUBARACHNOID/SUBDURAL SUBLUXATION INJURY C1/C2, | PAB |
| 61 | DS9918 | UNDER REVIEW | Mar-99 | Mar-99 | WA | 5 | F | 42 | 43 | NO | 1995 | FORD | ASPIRE | 13 | YES | SUBARACHNOID/SUBDURAL HEMORRHAGE; CEREBRAL EDEMA | PAB |
| | IN9831 | ACTIVE | Nov-98 | Dec-98 | IA | 10 | F | 57 | 65 | NO | 1997 | DODGE | CARAVAN | 8 | NO | CRITICAL NON-ANATOMIC BRAIN INJURY | PAB |
| 62 | CA9904 | AVAILABLE | Mar-99 | Apr-99 | NC | 6 | F | 47 | 48 | NO | 1995 | HYUNDAI | SONATA | 13 | YES | DIFFUSE SUBDURAL HEMORRHAGE; CEREBRAL CONTUSIONS | PAB FLAP; PAB |
| 63 | DS9920 | UNDER REVIEW | Jun-99 | Jul-99 | AZ | 3 | F | 41 | 48 | MIS-USED - BELTS NOT USED PROPERLY; PROPERLY SECURED IN FFCSS | 1997 | FORD | TAURUS | 10 | YES | BRAIN STEM LACERATION; COMPLETE OCCIPITAL BONE SEPARATION; SUBARACHNOID HEMORRHAGE | PAB |
| 64 | DS9828 | UNDER REVIEW | Nov-98 | Jan-99 | CA | 10 | M | UNK | UNK | NO | 1995 | PLYMOUTH | VOYAGER | 10 | YES | RIGHT SUBDURAL HEMATOMA; CEREBRAL HERNIATION; BRAIN DEAD | PAB |
| 65 | CA9925 | UNDER REVIEW | Jul-99 | Aug-99 | OH | 7 | M | 52 | 46 | NO | 1998 | PONTIAC | GRAND PRIX | 12 | YES | SUBDURAL HEMORRHAGE; BRAIN SWELLING | PAB FLAP; PAB; WINDSHIELD HEADER |
| 66 | CA9838 | AVAILABLE | Jul-98 | Jul-98 | SC | 4 | M | UNK | UNK | NO - ON LAP OF PASSENGER | 1998 | PLYMOUTH | NEON | 18 | YES | UPPER CERVICAL SPINAL FRACTURE | PAB |

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| 67 | IN9980 | ACTIVE | Dec-97 | Aug-99 | MS | 7 | F | 36 | 43 | MIS-USED - USED LAP BELT ONLY | 1995 | DODGE | NEON | 12-16 | YES | SEVERE CEREBRAL EDEMA; SUBARACHNOID HEMORRHAGE | PAB |
| 68 | CA9943 | AVAILABLE | Sep-99 | Sep-99 | GA | 7 | F | 52 | 60 | NO - ON LAP OF PASSENGER | 1996 | CHRYSLER | CONCORDE | 6 | YES | C1/C2 FX/SEPARATION | PAB |
| 69 | IN9747 | UNDER REVIEW | Nov-97 | Nov-97 | LA | 4 | F | 36 | 35 | NO - ON LAP OF PASSENGER | 1995 | FORD | WINDSTAR | 19 | NO | SEVERE CEREBRAL EDEMA; SUBARACHNOID HEMORRHAGE | PAB |
| | IN9823 | UNDER REVIEW | Oct-98 | Oct-98 | IN | 8 | M | UNK | 63 | YES | 1995 | MITSUBISHI | ECLIPSE | 13 | YES | NON-ANATOMIC BRAIN INJURY; SUBDURAL HEMATOMA | PAB; CENTER CONSOLE |
| 70 | CA00001 | UNDER REVIEW | Dec-99 | Jan-00 | VA | 4 mo | F | 23 | 16 | NO - ACROSS DRIVER'S CHEST | 1997 | NISSAN | SENTRA | 5-10 | NO | SUB-DURAL AND SUB-ARACHNOID HEMORRHAGE | DAB |
| 71 | CA9946 | UNDER REVIEW | Sep-99 | Sep-99 | VA | 7 | F | 50 | 91 | NO | 1996 | VOLKSWAGEN | GOLF | 15 | YES | BASILAR SKULL FX WITH COMPLETE TRANSECTION SPINAL CORD AT FORAMEN MAGNUM LEVEL | PAB |
| 72 | IN99113 | UNDER REVIEW | Dec-99 | Dec-99 | WI | 2 | M | 36 | 27 | NO | 1995 | CHEVROLET | CAVALIER | 10-15 | NO | SPINAL CORD INJURY; HIGH CERVICAL FRACTURE; DISTRACTION/SEPERATION BETWEEN C2/C3 | PAB FLAP |
| 73 | CA9944 | AVAILABLE | Dec-97 | Sep-99 | PA | 2 | M | 38 | 34 | NO | 1997 | HYUNDAI | ACCENT | 9 | YES | SEPARATION OF SPINAL COLUMN; SEPARATION OF SPINAL CORD | PAB |
| 74 | CA9725 | AVAILABLE | Jun-97 | Jul-97 | PA | 3 | M | 38 | 45 | NO - ON LAP OF PASSENGER | 1995 | FORD | ASPIRE | 15 | YES | CEREBRAL EDEMA; BRAIN SWELLING; SUBDURAL HEMATOMA | PAB |
| 75 | CA00009 | UNDER REVIEW | Feb-00 | Mar-00 | FL | 3 | M | 41 | 36 | NO | 1995 | FORD | THUNDER BIRD | 7 | YES | TRANSECTION OF SKULL BASE FROM FIRST CERVICAL VERTEBRA (WITH TRANSECTION OF THE SPINAL CORD) | PAB |
| 76 | DS9818 | AVAILABLE | May-98 | May-98 | AZ | 5 | F | 48 | 52 | MISUSED - USED LAP BELT ONLY | 1995 | HYUNDAI | ACCENT | 11 | YES | DISLOCATION OF OCCIPITAL BONE AND FIRST CERVICAL VERTEBRA; TRANSECTION OF THE PONS | PAB |
| 77 | DS9610 | UNDER REVIEW | Aug-96 | Nov-96 | CA | 7 | M | 54 | 57 | YES | 1992 | MERCURY | SABLE | 24 | NO | MASSIVE BRAIN EDEMA; SUBDURAL AND VENTRICULAR HEMORRAGE | PAB |
| 78 | CA00010 | UNDER REVIEW | Mar-00 | Mar-00 | DE | 11 | F | 56 | 110 | YES | 1995 | CHRYSLER | CONCORD | 21 | NO | ATLANTO-AXIAL MEMBRANE LACERATION AND SPRAIN; ATLANTO-OCCIPITAL MEMBRANE SPRAIN; EPIDURAL AND SUBDURAL HEMORRHAGE OF CERVICAL SPINAL CORD | PAB |
| | DS9940 | UNDER REVIEW | Apr-97 | Dec-99 | CO | 5 | M | 42 | 44 | MIS-USED - TWO CHILDREN RESTRAINED BY SAME LAP BELT | 1994 | JAGUAR | XJS | 11 | UNK | DIFFUSE BRAIN SWELLING WITH OBLITERATION OF SUPRASELLAR CISTERN AND THIRD VENTRICLE | PAB; DOOR |
| 79 | IN00010 | ACTIVE | Dec-99 | May-00 | TX | 1 | M | UNK | UNK | NO - ON LAP OF PASSENGER | 1996 | HYUNDAI | ACCENT | 11 | YES | SUBDURAL AND SUBARACHNOID HEMORRHAGES ALONG AND ACROSS THE BASE OF HIS BRAIN | PAB; INSTRUMENT PANEL; WINDSHIELD HEADER |
| 80 | CA00011 | AVAILABLE | Apr-00 | Apr-00 | MA | 9 | M | 51 | 50 | NO | 1995 | MERCURY | MARQUIS | 8-10 | NO | HINGE FRACTURE AT BASE OF SKULL WITH EXTENSION ONTO THE LEFT OCCIPITAL; ACUTE SUBDURAL HEMORRHAGE, CEREBRUM | DAB |
| 81 | IN00007 | AVAILABLE | Feb-98 | Apr-00 | OK | 4 | F | UNK | UNK | NO | 1997 | HYUNDAI | ACCENT | 15 | YES | FRACTURE, CERVICAL SPINE | PAB |
| | 1997-52-29 | ACTIVE | Aug-97 | Aug-97 | MI | 7 | M | 47 | 55 | NO | 1997 | FORD | F150 | 13 | UNK | SHEARING INJURY OF WHITE MATTER OF THE BRAIN | PAB |
| 82 | IN9723 | UNDER REVIEW | Aug-97 | Aug-97 | OK | 3 | M | 41 | 35 | MIS-USED - SEATED BETWEEN FATHER'S LEGS IN RIGHT FRONT PASSENGER SEAT; SHARED LAP BELT WITH FATHER | 1996 | GMC | SAFARI | 17 | YES | NON-ANATOMIC BRAIN INJURY WITH LOSS OF CONCIOSNESS, PUPILS FIXED AND DILATED, ASYSTOLE, AND APNEA | PAB |
| 83 | IN9730 | AVAILABLE | Sep-97 | Sep-97 | MS | 4 | F | 36 | 42 | NO - ON LAP OF PASSENGER | 1997 | DODGE | NEON | 9 | YES | NON-ANATOMIC BRAIN INJURY WITH MINIMAL FLEXION TO PAINFUL STIMULI AND NEUROLOGIC DEFICIT; SEVERE EDEMA | PAB; WINDSHIELD HEADER; FRONT RIGHT |
| | IN9728 | UNDER REVIEW | Aug-97 | Sep-97 | TX | 6 | F | 46 | 51 | NO | 1997 | TOYOTA | CAMRY | 12 | YES | NON-ANATOMIC BRAIN INJURY WITH LOSS OF CONCIOSNESS AND NEUROLOGICAL DEFICIT | PAB |
| 84 | 2000-49-068A | UNDER REVIEW | Apr-00 | Apr-00 | TX | 11 mo | F | 28 | 20 | NO - STANDING ON THE LAP OF DRIVER | 1997 | PLYMOUTH | GRAND VOYAGER | 10 | NO | NON-ANATOMIC BRAIN INJURY WITH LOSS OF CONCIOSNESS; SUBDURAL | DAB, FRONT LEFT HEADER |

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| 85 | DS9820 | UNDER REVIEW | Jul-98 | Jul-98 | CO | 9 | M | 54 | 70 | MISUSED - USED LAP BELT ONLY | 1996 | FORD | TAURUS | 7 | YES | SMALL LACERATION TO THE BRAIN STEM INVOLVING THE JUNCTION BETWEEN PONS AND MEDULLA; BILATERAL SUBDURAL HEMATOMAS | PAB |
| 86 | DS9819 | UNDER REVIEW | May-98 | May-98 | CO | 3 | M | 40 | 45 | NO | 1997 | NISSAN | QUEST | 10 | YES | COMPLETE TRANSECTION OF THE BRAINSTEM AT THE PONTINE-MEDULLARY JUNCTION; COMPLETE POSTERIOR DISARTICULATION OF THE BASE OF THE SKULL FROM THE CERVICAL JOINT AT THE ATLANTO-OCCIPITAL JOINT; SUBARACHNOID HEMORRHAGE | PAB |
| 87 | CA00036 | UNDER REVIEW | May-00 | Aug-00 | WV | 6 | F | 50 | 90 | NO | 1995 | PLYMOUTH | VOYAGER | 13 | YES | BASILAR SKULL FRACTURE (NFS); SEVERE HEAD TRAUMA (NFS) | PAB |
| 88 | CA9842 | AVAILABLE | Jul-98 | Jul-98 | PA | 7 | M | UNK | UNK | NO | 1994 | MERCURY | SABLE | 11 | NO | BRAIN STEM INJURY; DISLOCATION OF THE CERVICAL SPINE AT C1 | DAB; UPPER AIR BAG MODULE |
| 89 | CA00029 | UNDER REVIEW | Jun-98 | Aug-00 | LA | 3 | F | UNK | UNK | MIS-USED - USED LAP BELT ONLY | 1995 | HYUNDAI | ACCENT | 12-14 | YES | CERVICAL DISLOCATION (SUBLUXATION) WITHOUT FRACTURE NFS | PAB |
| 90 | CA00046 | UNDER REVIEW | Dec-99 | Nov-00 | AZ | 5 | F | 47 | 47 | NO - ON LAP OF PASSENGER | 1998 | FORD | F150 | 15 | YES | CONTUSION TO THE LEFT INFERIOR GYRUS WITH DIFFUSE SUBARACHNOID HEMORRHAGE | PAB |
| 91 | CA00053 | UNDER REVIEW | Oct-99 | Nov-00 | TX | 7 | M | 47 | 43 | MISUSED - USED LAP BELT ONLY | 1996 | JAGUAR | XJS | 15 | YES | EXTENSIVE BASILAR SKULL FRACTURE | PAB FLAP |
| 92 | CA00049 | ACTIVE | May-99 | Nov-00 | IL | 7 | M | 52 | 65 | NO | 1997 | MINIBISHI | GALANT | 11 | YES | WIDE SEPARATION OF C1 AND OCCIPITAL BONE | PAB |
| | CA9865 | UNDER REVIEW | Nov-98 | Nov-98 | FL | 6 | F | 49 | 52 | MISUSED - SHOULDER BELT INCORRECTLY POSITIONED UNDER | 1996 | TOYOTA | COROLLA | 13 | YES | CLOSED HEAD INJURY, CONCUSSION WITH BRIEF LOSS OF CONSCIOUSNESS, 1-3 MINUTES | PAB |
| 93 | CA9951 | UNDER REVIEW | Nov-98 | Sep-99 | TN | 2 | M | | | NO - ON LAP OF FRONT RIGHT PASSENGER | 1998 | CHEVROLET | CAVALIER | 14 | YES | BRAIN STEM INJURY(NFS); ATLANTO-OCCIPITAL DISLOCATION | PAB; MODULE COVER FLAP |
| 94 | CA9938 | UNDER REVIEW | Feb-98 | Sep-99 | FL | 4 | F | UNK | UNK | UNKNOWN | 1998 | MINIBISHI | ECLIPSE | 11 | YES | SUBLUXATION OF C1-C2 WITH SPINAL CORD INJURY | PAB; COVER FLAP |
| 95 | CA00003 | UNDER REVIEW | Jan-00 | Jan-00 | OH | 5 | M | 46 | 40 | NO | 1996 | FORD | CONTOUR | 9 | NO | DIFFUSE AXONAL INJURY/PARENCHYMAL HEMORRHAGE; HEMORRHAGIC CONTUSION RIGHT HIPPOCAMPUS; SUBDURAL HEMORRHAGE CEREBRUM INTERVENTRICULAR HEMORRHAGE; | PAB |
| 96 | CA00055 | ACTIVE | Dec-99 | Nov-00 | WV | 10 | M | 54 | 77 | NO - ON LAP OF FRONT RIGHT PASSENGER | 1997 | CHEVROLET | CAVALIER | 11 | NO | FRACTURE OF THE C-1 WITH DISPLACEMENT FROM OCCIPITAL BONE WITH TRANSECTION INJURY TO SPINAL BILATERAL DIASTATIC CALVARIUM | PAB |
| 97 | CA01003 | UNDER REVIEW | Jan-98 | Jan-01 | CA | 4 | M | 42 | 38 | NO | 1996 | NISSAN | QUEST | 12 | YES | FRACTURE INVOLVING THE FRONTAL SAGITTAL, AND LAMBDOID SUTURES WHICH EXTENDED INTO THE BASE OF THE SKULL - SUBARACHNOID HEMORRHAGE - FRACTURE DISLOCATION BETWEEN C1 AND C2 WITH CORD CONTUSION | PAB; WINDSHIELD |
| 98 | CA00026 | UNDER REVIEW | Sep-99 | Jul-00 | GA | 8 | F | 50 | 86 | MISUSED - SHOULDER BELT UNDER RIGHT ARM | 1999 | GEO | METRO | 13 | YES | FRACTURE DISLOCATION BETWEEN C1 AND C2 WITH CORD CONTUSION | PAB |
| 99 | CA00052 | ACTIVE | Dec-99 | Nov-00 | SC | 6 | M | UNK | UNK | NO - ON LAP OF PASSENGER | 1994 | NISSAN | ALTIMA | 10 | YES | CERVICAL DISLOCATION | PAB |
| 1 A five year old, 35 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case CA9610. | | | | | | | | | | | | | | | | | |
| 1 A five year old, 39 pound male child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9622. | | | | | | | | | | | | | | | | | |
| 1 A two year old, 23 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9732. | | | | | | | | | | | | | | | | | |
| 3 Forward facing child safety seat not restrained to vehicle in case DS9611. | | | | | | | | | | | | | | | | | |
| 4 A two year old, 33 pound female child was kneeling in the seat using the lap portion of the lap and shoulder belt. See case DS9718. | | | | | | | | | | | | | | | | | |
| 6 Forward facing child safety seat not properly restrained to vehicle in case CA9745. | | | | | | | | | | | | | | | | | |
| 7 Front right occupant (11-year-old-male) leaning forward to pick up a tissue prior to impact in case IN9729. | | | | | | | | | | | | | | | | | |
| Unk - Unknown | | | | | | | | | | | | | | | | | |
| N/A - Not Applicable | | | | | | | | | | | | | | | | | |
| PAB FLAP - Passenger's air bag cover flap | | | | | | | | | | | | | | | | | |
| PAB - Passenger's Air Bag | | | | | | | | | | | | | | | | | |
| DAB - Driver's Air Bag | | | | | | | | | | | | | | | | | |
| PAB - Passenger's Air Bag | | | | | | | | | | | | | | | | | |

| CASES FROM THE SPECIAL CRASH INVESTIGATION PROGRAM | | | | | | | | | | | | | | | | | |
|--|---------------|--------------|------------|-------------|----|-----|-----|---------|---------|------------------------------------|--------------------|--------------|----------------|--------------------------|--------------------|--|-----------------------------------|
| DRIVERS WHO SUSTAINED FATAL OR SERIOUS INJURIES IN MINOR OR MODERATE SEVERITY AIR BAG DEPLOYMENT CRASHES | | | | | | | | | | | | | | | | | |
| Fatal Count | Case Number | Case Status | Crash Date | Invest Date | St | Age | Sex | Ht (IN) | Wt (LB) | Restraint Use | Vehicle Model Year | Vehicle Make | Vehicle Model | Change In Velocity (MPH) | Pre-Impact Braking | Injury Descriptions | Injury Source |
| 1 | CA9109 | AVAILABLE | Jun-91 | Jun-91 | IL | 79 | F | 62 | 120 | YES | 1991 | FORD | TAURUS | 8 | YES | MULTIPLE BILATERAL RIB FXS; 2 STERNUM FXS; ATRIUM/PERICARDIUM/SPLEEN LACERATION | DAB; STEERING WHEEL |
| 2 | CA9112 | AVAILABLE | Aug-91 | Sep-91 | PA | 36 | F | 64 | 112 | YES | 1990 | DODGE | SHADOW | 14 | NO | MULTIPLE BILATERAL RIB FXS; ABDOMINAL AORTA RUPTURE; RUPTURED SPLEEN | DAB; STEERING WHEEL |
| 3 | NC9208 | AVAILABLE | Aug-90 | Aug-90 | TX | 64 | F | 56 | 95 | UNK | 1990 | FORD | TAURUS | 12 | UNK | MULTIPLE RIB FXS; RIGHT & LEFT HEMOTHORACES; BILATERAL PULMONARY CONTUSIONS | DAB; STEERING WHEEL |
| 4 | CA9308 | AVAILABLE | Dec-92 | May-93 | SC | 37 | F | 62 | 130 | NO | 1991 | CHEVROLET | CORSICA | 16 | YES | BASILAR SKULL FX; BRAINSTEM LACERATION | DAB |
| 5 | CA9309 | AVAILABLE | Aug-93 | Aug-93 | CO | 71 | F | 62 | 129 | NO | 1990 | FORD | TAURUS | 10 | YES | C-SPINE FX; BRAIN STEM LACERATION; SUBDURAL HEMATOMA; SUBARACHNOID HEMORRHAGE; BILATERAL RIB FXS; LACERATION TO AORTA, HEART & LIVER | DAB |
| 6 | CA9405 | AVAILABLE | Apr-93 | Feb-94 | NY | 76 | F | 62 | 115 | NO | 1992 | CHEVROLET | CORSICA | 13 | UNK | MULTIPLE RIB FXS; RIGHT HUMERUS FX; ATLANTO-OCCIPITAL DISLOCATION; SKULL FX | DAB |
| 7 | DS9422 | AVAILABLE | Feb-94 | Dec-94 | CA | 74 | F | 59 | 128 | YES | 1992 | CHEVROLET | CORSICA | 7 | YES | MASSIVE INTRATHORACIC HEMORRHAGE | DAB |
| 8 | IN9505 | AVAILABLE | Sep-94 | Feb-95 | IL | 51 | F | 64 | 148 | NO | 1990 | CADILLAC | ELDORADO | 13 | NO | MULTIPLE RIB FXS; STERNUM FX; BRAIN STEM/AORTA/LIVER LACERATIONS; C1/C2 FX/DISLOCATION; SUBARACHNOID HEMORRHAGE | DAB |
| 9 | IN9506 | AVAILABLE | Feb-95 | Feb-95 | IN | 38 | F | 62 | 110 | NO | 1990 | LINCOLN | CONTINENTAL | 11 | NO | BASILAR SKULL FX; MEDULLA TRANSECTION; LEFT RIB FXS; LUNG CONTUSIONS; HEART VALVE LACERATION | DAB |
| 10 | DS9523 | AVAILABLE | Nov-95 | Dec-95 | WA | 17 | F | 59 | 126 | NO | 1989 | DODGE | DAYTONA | 9 | NO | MASSIVE BASILAR SKULL FX; LACERATION CAVERNOUS SINUSES | DAB |
| 11 | IN9519 | AVAILABLE | Nov-94 | Nov-95 | SC | 36 | F | 65 | 126 | NO | 1990 | FORD | TAURUS | 10-15 | TBD | RIGHT VENTRICULAR HEART LACERATIONS; LUNG CONTUSIONS | DAB |
| 12 | IN9609 | UNDER REVIEW | May-94 | Apr-96 | IL | 46 | F | 63 | 140 | NO | 1994 | TOYOTA | CAMRY | <10 | UNK | CONCUSSION; ATLANTO-OCCIPITAL DISLOCATION; LIVER CONTUSION | DAB |
| 13 | CA9110 | AVAILABLE | Jun-91 | Jun-91 | CO | 46 | M | 72 | 230 | YES | 1991 | PONTIAC | FIREBIRD | 19 | NO | MULTIPLE BILATERAL RIB FXS; SEVERE MYOCARDIAL CONTUSION | DAB; STEERING WHEEL |
| 14 | NC9307 | AVAILABLE | Nov-92 | Nov-92 | PA | 78 | M | 70 | 230 | NO | 1991 | CHEVROLET | CORSICA | 8-10 | TBD | MULTIPLE BILATERAL RIB FXS; SEVERE MYOCARDIAL CONTUSION | DAB; STEERING WHEEL |
| 15 | CA9502 | AVAILABLE | Aug-94 | Jan-95 | MS | 56 | M | 71 | 208 | NO | 1994 | FORD | F150 | 12 | YES | MULTIPLE BILATERAL RIB FXS; STERNUM FX; MULTIPLE INTERNAL INJURIES | DAB |
| 16 | LTC95026 | AVAILABLE | Oct-93 | Mar-95 | FL | 45 | F | 64 | 112 | YES | 1991 | MAZDA | MIATA | 10 | YES | C2 FX; LEFT OCCIPITAL CONDYLE FX; CEREBRAL AND SUBARACHNOID HEMORRHAGE; PONS CONTUSION | DAB |
| 17 | LTC95030 | AVAILABLE | Sep-95 | Sep-95 | FL | 41 | F | 58 | 199 | YES | 1994 | TOYOTA | TERCEL | 15 | NO | MEDULLA AND SUBARACHNOID HEMORRHAGE; SUBDURAL HEMATOMA; LEFT SIDE PNEUMOTHORAX | DAB |
| 18 | UMTRI/FMA-077 | AVAILABLE | Feb-95 | Sep-95 | OH | 22 | F | 61 | UNK | NO | 1991 | FORD | TAURUS | 10 | YES | PONS AND BRAIN STEM HEMORRHAGE; BASILAR SKULL FX; SUBARACHNOID HEMORRHAGE | DAB |
| 19 | NS9602 | ACTIVE | Mar-96 | Apr-96 | FL | 79 | M | 69 | 180 | YES | 1995 | FORD | ESCORT | 13 | NO | MULTIPLE BILATERAL RIB FXS; LUNG CONTUSIONS; STERNUM FX; MYOCARDIUM AND PERICARDIUM LACERATION | DAB |
| | CA9617 | AVAILABLE | Jun-96 | Oct-96 | MD | 28 | F | 63 | 108 | YES | 1990 | MAZDA | MIATA | LOW | NO | ODONTOID BONE FX AND DISLOCATION | DAB |
| See Note 2 | CA9509 | AVAILABLE | Oct-94 | Apr-95 | GA | 29 | F | 62 | 165 | NO | 1992 | FORD | TAURUS | 8 | YES | ABRUPTED PLACENTA WITH FATAL FETUS | DAB |
| | NS9603 | ACTIVE | Oct-96 | Oct-96 | MI | 48 | M | 69 | 187 | NO | 1992 | CHEVROLET | BERETTA | LOW | TBD | C3/C5 FX WITH SPINAL CORD INJURY RESULTING IN QUADRAPLEGIA; C5/C6 EPIDURAL HEMATOMA | DAB |
| 20 | CA9619 | ACTIVE | Oct-96 | Oct-96 | MD | 26 | F | 64 | 160 | NO | 1996 | FORD | WINDSTAR | 20 | YES | MULTIPLE BILATERAL RIB FXS; MULTIPLE PULMONARY CONTUSIONS; LUNG, ATRIUM AND LIVER LACERATION | DAB; STEERING WHEEL |
| 21 | IN9628 | UNDER REVIEW | Sep-96 | Nov-96 | WV | 71 | M | 72 | 176 | MIS-USED - USED SHOULDER BELT ONLY | 1994 | NISSAN | MAXIMA | 14 | NO | TRANSECTED AORTIC ARCH | DAB |
| 22 | CA9713 | AVAILABLE | Mar-97 | Mar-97 | ME | 51 | M | 68 | 200 | NO | 1994 | FORD | PROBE | 8-10 | YES | RIGHT RIB FXS; BLUNT TRAUMA TO CHEST; SUBARACHNOID HEMORRHAGE | DAB |
| 23 | IN9712 | AVAILABLE | Jun-96 | Apr-97 | OK | 39 | F | 60 | 250 | NO | 1994 | FORD | ASPIRE | 13 | YES | HEMOPNEUMOTHORAX LACERATION OF THE THORACIC AORTA | DAB |
| 24 | IN9703 | UNDER REVIEW | May-92 | Feb-97 | KS | 74 | F | 61 | 117 | YES | 1991 | MERCURY | GRAND MARQUIS | 8 | NO | MULTIPLE BILATERAL RIB FXS; LACERATED AORTA; C2 FX | DAB |
| 25 | DS9712 | UNDER REVIEW | Nov-96 | Jun-97 | CA | 58 | F | 63 | 150 | YES | 1996 | INFINITI | I30 | 12 | NO | MULTIPLE BILATERAL RIB FXS; LACERATED AORTA; BILATERAL LUNG CONTUSIONS; STERNUM FX | DAB |
| 26 | CA9723 | AVAILABLE | Feb-97 | Jun-97 | NJ | 37 | F | 64 | 145 | YES | 1996 | FORD | EXPLORER | 15 | YES | BLUNT TRAUMA TO NECK WITH ASPHYXIA | DAB |
| 27 | CA9724 | ACTIVE | Jun-97 | Jun-97 | DE | 53 | F | 64 | 167 | YES | 1997 | MITSUBISHI | GALANT | LOW | NO | BLUNT TRAUMA TO CHEST; SUBDURAL HEMATOMA | DAB |
| 28 | CA9722 | AVAILABLE | Jun-91 | Jun-97 | FL | 36 | F | 66 | 160 | NO | 1991 | CHEVROLET | CAPRICE | 17 | YES | MULTIPLE BILATERAL RIB FXS; LACERATED AORTA; MULTIPLE INTERNAL INJURIES | DAB; STEERING WHEEL |
| 29 | IN9719 | UNDER REVIEW | Jan-97 | Jun-97 | FL | 56 | F | 64 | 142 | NO | 1994 | BUICK | CENTURY | 12 | NO | LACERATED AORTA; MULTIPLE BILATERAL RIB FXS; STERNUM FX | DAB FLAP; DAB; STEERING WHEEL RIM |
| 30 | CA9721 | UNDER REVIEW | Nov-96 | May-97 | FL | 78 | F | 62 | 142 | NO | 1994 | OLDSMOBILE | CUTLASS | 15 | YES | RIGHT RIB FXS; LACERATIONS TO TRICUSPID VALVE LEAFLET AND INTRAVENTRICULAR SEPTUM; AORTIC DISSECTION | DAB |
| 31 | UMTRI/FMA-059 | AVAILABLE | Nov-93 | Dec-93 | MI | 40 | M | 68 | 201 | NO | 1990 | FORD | TAURUS | 19 | NO | BLUNT FORCE TRAUMA TO THE CHEST RESULTING IN SUDDEN HEART STOPPAGE STERNUM FX; BILATERAL LUNG LACERATIONS; LIVER LACERATIONS | DAB |
| 32 | DS9715 | ACTIVE | Aug-94 | Jun-97 | WA | 58 | M | 64 | 115 | MIS-USED - USED SHOULDER BELT ONLY | 1994 | NISSAN | SENTRA | 11 | NO | MULTIPLE BILATERAL RIB FXS; STERNUM FX; BILATERAL HEMOTHORACES; SPLEEN LACERATION | DAB |
| 33 | IN9707 | AVAILABLE | Jan-94 | Feb-97 | MI | 80 | M | 72 | 133 | NO | 1991 | FORD | CROWN VICTORIA | 8-10 | YES | LACERATED ASCENDING AORTA WITH HEMOPERICARDIUM | DAB |

| | | | | | | | | | | | | | | | | | |
|------------|--------------|--------------|--------|--------|----|----|---|-----|-----|-------------------------------|------|------------|----------------|-------|-----|---|---------------|
| 34 | UM9736 | ACTIVE | Apr-97 | Jul-97 | MI | 60 | F | 63 | 187 | YES | 1994 | LINCOLN | MARK VIII | 20.5 | NO | C1/C2 DISLOCATION WITH SPINAL CORD COMPRESSION | DAB |
| 35 | DS9719 | AVAILABLE | Jul-97 | Sep-97 | WA | 77 | F | 63 | 151 | YES | 1993 | CHEVROLET | CORSICA | 13 | NO | BILATERAL SUBDURAL HEMATOMA; SUBDURAL, SUBARACHNOID, AND SMALL INTRA-VENTRICULAR HEMORRHAGES | DAB |
| See Note 5 | CA9729 | UNDER REVIEW | May-97 | Sep-97 | NC | 80 | M | 73 | 185 | NO | 1991 | FORD | TAURUS | 11 | YES | C4/C5 FX/DISLOCATION RESULTING IN QUADRIPLEGIA; RIGHT TEMPORAL HEMORRHAGE | DAB |
| 36 | IN9744 | ACTIVE | May-97 | Nov-97 | TX | 63 | M | 66 | 156 | NO | 1996 | FORD | CONTOUR | 5 | UNK | SUBARACHNOID HEMORRHAGE; C5, NOSE, RIGHT MAXILLA AND LEFT RIB FXS | PAB FLAP |
| 37 | 1997-45-042 | UNDER REVIEW | Apr-97 | Nov-97 | TN | 78 | F | 64 | 120 | NO | 1992 | BUICK | LeSABRE | 21 | YES | BLUNT FORCE TRAUMA TO THE CHEST RESULTING IN SUDDEN HEART STOPPAGE | DAB FLAP; DAB |
| 38 | CA9805 | UNDER REVIEW | Jan-98 | Feb-98 | NJ | 71 | F | 65 | 150 | NO | 1993 | BUICK | CENTURY | 9 | YES | MULTIPLE BILATERAL RIB FXS WITH HEMOTHORACES; STERNUM FX; AORTIC AND PERICARDIAL LACERATION | DAB FLAP; DAB |
| 39 | IN9818 | ACTIVE | Sep-97 | Apr-98 | TX | 56 | F | 65 | 119 | NO | 1988 | MERCEDES | 190E | 13 | NO | C2 FX/DISLOCATION WITH SPINAL CORD TRANSACTION; SEVERE CEREBRAL EDEMA | DAB |
| 40 | 1997-04-146A | UNDER REVIEW | Oct-97 | Nov-98 | NJ | 84 | F | UNK | UNK | MIS-USED - USED LAP BELT ONLY | 1996 | GEO | METRO | 19 | NO | MULTIPLE RIGHT RIB FXS WITH PNEUMOTHORAX | DAB |
| 41 | IN9738 | AVAILABLE | Nov-97 | Nov-97 | MN | 17 | F | 47 | 80 | NO | 1992 | TOYOTA | CELICA | 13 | NO | DIFFUSE SUBDURAL & SUBARACHNOID HEMORRHAGES; MINIMAL ATLANTO-OCCIPITAL SEPARATION | DAB |
| 42 | IN9722 | AVAILABLE | Jun-97 | Jul-97 | MS | 79 | F | 62 | 155 | NO | 1993 | FORD | TAURUS | 16 | NO | MULTIPLE RIB FXS; LUNG LACERATIONS WITH HEMOPNEUMOTHORACES; STERNUM FX; LACERATED LIVER AND SPLEEN | DAB FLAP; DAB |
| 43 | CA9830 | AVAILABLE | May-98 | May-98 | DE | 38 | F | 63 | 196 | NO | 1995 | MINI | MIRAGE | 13 | NO | RIGHT VENTRICLE PERFORATION; PULMONARY LACERATION WITH HEMOTHORAX; CLOSED HEAD INJURY | DAB |
| 44 | CA9844 | UNDER REVIEW | Jul-98 | Aug-98 | VA | 45 | M | 71 | 200 | NO | 1991 | DODGE | SPIRIT | 18 | YES | ATLANTO-OCCIPITAL DISLOCATION WITH COMPLETE TRANSACTION OF THE SPINAL CORD; PONTINE CONTUSIONS; SUB-ARACHNOID HEMORRHAGE INVOLVING CEREBELLUM AND BRAIN STEM | DAB |
| 45 | IN9821 | ACTIVE | Aug-97 | Oct-98 | TX | 18 | F | 62 | 123 | YES | 1991 | FORD | TAURUS | 12 | YES | SUBARACHNOID HEMORRHAGE; BI-LATERAL ATLANTO-AXIAL DISLOCATIONS; BRAIN STEM CONTUSIONS | DAB |
| 46 | CA9850 | UNDER REVIEW | Jun-98 | Sep-98 | CT | 62 | F | 61 | 125 | NO | 1995 | FORD | ESCORT | 14 | NO | MULTIPLE ANTERIOR RIB FXS WITH HEMOTHORACES; STERNUM FX | DAB |
| 47 | CA9851 | ACTIVE | Feb-96 | Sep-98 | VA | 86 | M | 65 | 142 | NO | 1992 | LINCOLN | CONTINENTAL | 12-15 | NO | MULTIPLE BILATERAL RIB FXS WITH BILATERAL HEMOTHORAX; SUPERIOR VENA CAVA RUPTURE; LIVER LACERATIONS | DAB FLAP; DAB |
| 48 | CA9832 | AVAILABLE | Jul-97 | May-98 | PA | 88 | M | 67 | 180 | NO | 1997 | LINCOLN | CONTINENTAL | 7-9 | YES | MULTIPLE BILATERAL RIB FXS WITH BILATERAL HEMOTHORAX; STERNUM FX; RIGHT VENTRICLE LACERATION | DAB FLAP |
| | CA9855 | ACTIVE | Oct-98 | Oct-98 | PA | 19 | F | 62 | 138 | NO | 1998 | MINI | MIRAGE | 10 | YES | ABRUPTED PLACENTA WITH FATAL FETUS | DAB FLAP; DAB |
| 49 | DS9826 | UNDER REVIEW | Jun-98 | Sep-98 | OR | 74 | F | 65 | 220 | NO | 1995 | PLYMOUTH | VOYAGER | 11 | YES | CRUSHING CHEST INJURY WITH MULTIPLE RIB FRACTURES | DAB |
| 50 | CA9848 | UNDER REVIEW | Aug-98 | Sep-98 | NC | 61 | F | 60 | 140 | YES | 1996 | OLDSMOBILE | 98 | 17 | NO | BRAINSTEM CONTUSION AND AN ATLANTO-OCCIPITAL DISLOCATION, RIB FRACTURE | DAB |
| 51 | 1997-72-103A | UNDER REVIEW | Aug-97 | Aug-97 | IL | 62 | F | 64 | 146 | NO | 1996 | FORD | TAURUS | 19 | NO | C-SPINE DISLOCATION | DAB |
| 52 | CA9863 | UNDER REVIEW | Oct-98 | Nov-98 | NJ | 52 | F | 62 | 115 | YES | 1993 | TOYOTA | COROLLA | 11 | NO | FRACTURE C2/C3 WITH COMPLETE CORD TRANSACTION | DAB |
| 53 | IN9813 | UNDER REVIEW | Jan-98 | Jan-98 | IL | 26 | F | 64 | 130 | NO | 1995 | JEEP | GRAND CHEROKEE | 6 | NO | ATLANTO-OCCIPITAL DISLOCATION WITH CONTUSION TO THE SPINAL CORD | DAB |
| 54 | IN9832 | ACTIVE | Dec-98 | Dec-98 | IL | 39 | F | 66 | 130 | NO | 1998 | DODGE | CARAVAN | 23 | NO | MULTIPLE BILATERAL RIB FRACTURES LACERATED LEFT PULMONARY VEIN | DAB |
| 55 | DS9821 | UNDER REVIEW | Oct-97 | Jul-98 | CO | 80 | M | 66 | 140 | NO | 1991 | DODGE | DYNASTY | 11 | NO | SKULL FRACTURE WITH SUBDURAL HEMORRHAGE; BILATERAL SUBARACHNOID HEMORRHAGE | DAB |
| | CA9854 | UNDER REVIEW | Mar-94 | Sep-98 | VA | 58 | F | 64 | UNK | NO | 1990 | CHRYSLER | LEBARON | 17 | NO | C1/C2 FX; SPINAL CORD DAMAGE RESULTING IN QUADRIPLEGIA | DAB |
| 56 | CA9912 | ACTIVE | Dec-98 | May-99 | PA | 80 | F | 67 | 175 | NO | 1998 | BUICK | REGAL | 19 | NO | RIB FRACTURES, HEART LACERATION | DAB |
| 57 | DS9948 | ACTIVE | Dec-95 | Oct-99 | OR | 37 | F | 66 | 175 | YES | 1993 | JEEP | GRAND CHEROKEE | 16 | NO | DEVASTATING INFRA- AND SUPRADIAPHRAGMATIC CAVAL INJURIES | DAB |
| 58 | CA9949 | UNDER REVIEW | Nov-99 | Nov-99 | NC | 79 | F | 59 | 117 | NO | 1991 | FORD | TAURUS | 13 | YES | MULTIPLE BILATERAL RIB FRACTURES WITH PULMONARY CONTUSION | DAB FLAP; DAB |
| 59 | IN9976 | UNDER REVIEW | Jun-99 | Jul-99 | IL | 19 | F | 60 | 115 | NO | 1991 | CHEVROLET | CORSICA | 8 | NO | FX/CONTUSION/DISLOCATION CERVICAL SPINAL CORD; BRAINSTEM HEMORRHAGE; NONANATOMIC BRAIN INJURY | DAB FLAP; DAB |
| 60 | CA00006 | AVAILABLE | Feb-00 | Feb-00 | FL | 45 | F | 62 | 170 | YES | 1994 | PONTIAC | BONNEVILLE | 18 | NO | TRANSVERSE BASILAR SKULL FRACTURE, SUB-DURAL HEMORRHAGE, FX SINUSES | DAB |
| | DS9802 | ACTIVE | Dec-97 | Jan-98 | WA | 86 | M | 70 | 160 | NO | 1994 | FORD | TAURUS | 19 | NO | BLUNT IMPACT TO THE HEAD AND CHEST | DAB |
| 61 | CA00012 | AVAILABLE | Jan-00 | May-00 | MA | 24 | F | 62 | 110 | NO | 1994 | GEO | PRIZM | 11 | YES | HINGE FRACTURE AT BASE OF SKULL | DAB |
| 62 | CA00015 | AVAILABLE | Mar-00 | May-00 | NC | 57 | F | 64 | 116 | NO | 1992 | BUICK | ROADMASTER | 18 | NO | BASILAR SKULL FX | DAB |
| 63 | IN00002 | ACTIVE | Feb-00 | Apr-00 | WV | 16 | F | 63 | 102 | NO | 1990 | PLYMOUTH | SUNDANCE | 7 | NO | CERVICAL FRACTURE | DAB |
| 64 | DS9813 | UNDER REVIEW | Jun-97 | Apr-98 | TX | 52 | F | 61 | 111 | NO | 1994 | TOYOTA | COROLLA | 13 | NO | TWO IRREGULAR LACERATIONS TO ATRIAL SEPTUM; HORIZONTAL TEAR AT BASE OF AORTA; HEMORRHAGING SURROUNDING THE BASE OF THE AORTA; CERVICAL VERTEBRA TRANSECTED AND FRACTURED AT C4 AND C5 | DAB |
| 65 | CA9871 | UNDER REVIEW | Apr-98 | Dec-98 | FL | 79 | F | 62 | 144 | YES | 1994 | TOYOTA | CAMRY | 15-20 | UNK | BILATERAL RIB FRACTURES 2-8, ORIGINATING Laterally and Extending Anteriorly with Bilateral Hemothoraces and Complete Collapse of the Left Lung and Partial of the Right | DAB |
| 66 | DS9947 | UNDER REVIEW | Sep-99 | Sep-99 | CO | 64 | F | 61 | 110 | YES | 1995 | CHEVROLET | PRIZM | 18 | NO | TRANSMURAL LACERATION OF THE RIGHT VENTRICLE OF THE HEART NEAR THE APEX, INCLUDING CARDIAC TAMPONADE (ANAMNESTIC), MILD DEGREE OF SURROUNDING INTRAMYOCARDIAL HEMORRHAGE | DAB |

| | | | | | | | | | | | | | | | | | |
|----|---------|--------|--------|--------|----|----|---|----|-----|----|------|-----------|----------------|-------|-----|---|-----|
| 67 | IN01001 | ACTIVE | Nov-98 | Jan-01 | TX | 84 | F | 56 | 108 | NO | 1991 | FORD | CROWN VICTORIA | 9 -13 | NO | MULTIPLE LACERATIONS TO THE HEART, PERICARDIUM, AND LIVER; INTERVENTRICULAR SEPTUM WITH MASSIVE INTERNAL HEMORRHAGE; FRACTURED STERNUM AND RIBS | DAB |
| 68 | CA9735 | ACTIVE | Oct-97 | Oct-97 | NH | 61 | F | 64 | 177 | NO | 1994 | CHEVROLET | CORSICA | 15 | UNK | BASILAR SKULL FRACTURE ATLANTO-OCCIPITAL AND ATLANTO AXIAL DISTRACTION; SUBARACHNOID AND SUBDURAL BRAIN HEMORRHAGES | DAB |

Active - Investigation initiated and continuing; Report not yet received at NHTSA

Under Review - Investigation complete; Report under review by NHTSA staff; Report not available

Available - Report review complete; Report placed in public file and available from VOLPE Center (617) 494-2640

Notes:

2 An unbelted pregnant female sustained an abruption of the placenta from the uterine wall and the fetus subsequently expired. See case CA9509.

5 Driver expired approximately six weeks post crash of pneumonia. The NHTSA definition for the time to death in a fatal crash is "expired within 30 days or less after the crash." See case CA9729.

UNK - Unknown

PAB FLAP - Passenger's air bag cover flap

DAB - Driver's Air Bag

N/A - Not Applicable

PAB - Passenger's Air Bag

FX - Fracture

10/01/2001

CASES FROM THE SPECIAL CRASH INVESTIGATION PROGRAM**ADULT PASSENGERS WHO SUSTAINED FATAL OR SERIOUS INJURIES IN MINOR OR MODERATE SEVERITY AIR BAG DEPLOY**

| Fatal Count | Case Number | Case Status | Crash Date | Invest Date | St | Age | Sex | Ht (IN) | Wt (LB) | Restraint Use | Vehicle Model Year | Vehicle Make | Vehicle Model | Change In Velocity (MPH) | Pre- Impact Braking | Injury Descriptions | Injury Source |
|--|-------------|--------------|------------|-------------|----|-----|-----|---------|---------|---------------|--------------------|--------------|--|--------------------------|---------------------|--|------------------------|
| 1 | IN9608 | AVAILABLE | Mar-96 | Mar-96 | PA | 98 | F | 63 | 126 | YES | 1994 | DODGE | CARAVAN | 12-16 | YES | BRAIN UPPER EXT | PAB |
| 2 | CA9703 | UNDER REVIEW | Jan-97 | Jan-97 | VA | 57 | M | 68 | 190 | NO | 1995 | MITSUBISHI | EXPO MINIVAN | 15 | YES | CERVICAL FX SPINAL CORD | PAB |
| 3 | CA9707 | UNDER REVIEW | Feb-97 | Feb-97 | PA | 66 | F | 62 | 140 | NO | 1995 | CHRYSLER | NEW YORKER | 10 | YES | CERVICAL SPINE FX AND COMPLETE TRANSECTION OF C-SPINE CORD | PAB |
| | CA9743 | UNDER REVIEW | Jul-97 | Oct-97 | PA | 55 | F | 61 | 130 | YES | 1995 | GEO | METRO | 10-12 | YES | C6/C7 FRACTURE / DISLOCATION WITH COMPLETE CORD INJURY RESULTING IN QUADRIPLÉGIA | PAB |
| 4 | CA9802 | UNDER REVIEW | Sep-97 | Jan-98 | PA | 88 | F | 58 | 140 | NO | 1992 | LINCOLN | CONTINENTAL | 17 | UNK | TRANSECTION OF THE TRACHEA, TRANSECTION OF THE BRAINSTEM AND SPINAL CORD C1 | PAB |
| | DS9726 | UNDER REVIEW | Oct-97 | Dec-97 | CO | 74 | F | 60 | 110 | YES | 1995 | FORD | WINDSTAR | LOW | YES | EPIDURAL HEMATOMA CLOSED HEAD INJURY; CEREBRAL CONTUSIONS | PAB |
| 5 | IN9745 | AVAILABLE | Apr-96 | Nov-97 | TX | 64 | F | 64 | 135 | YES | 1995 | FORD | CROWN VICTORIA | 8-12 | NO | LARGE SUBDURAL HEMATOMA | PAB |
| | CA9868 | UNDER REVIEW | Jul-96 | Dec-98 | DE | 15 | F | 63 | 110 | YES | 1994 | PLYMOUTH | VOYAGER | 15 | YES | PERIOD OF UNCONSCIOUSNESS, INCOMPLETE BRACHIAL PLEXUS INJURY | PAB |
| 6 | DS9805 | UNDER REVIEW | May-97 | Feb-98 | CA | 79 | F | 62 | 108 | NO | 1997 | TOYOTA | CAMRY | 11 | YES | SUBARACHNOID HEMATOMA C1/C2 SUBLUXATION CERVICAL VERTEBRA, CEREBRAL CONTUSION, SUBARACHNOID HEMORRHAGE | PAB |
| | CA9913 | UNDER REVIEW | Dec-97 | May-99 | FL | 16 | F | 63 | 100 | NO | 1994 | PLYMOUTH | VOYAGER | 9 | YES | DEFUSE CEREBRAL EDEMA | PAB |
| | IN9826 | UNDER REVIEW | Sep-97 | Oct-98 | MS | 42 | M | UNK | UNK | UNK | 1998 | VOLVO | S70 | 9-14 | UNK | C5/C6 FRACTURE; CERVICAL SPINAL CORD INJURY WITH QUADRIPLÉGIA | PAB |
| | DS9922 | UNDER REVIEW | Jul-99 | Aug-99 | NV | 64 | F | 62 | 112 | YES | 1997 | TOYOTA | 4-RUNNER | 13 | YES | SUBDURAL HEMATOMA | PAB |
| 7 | IN00017 | ACTIVE | Oct-00 | Oct-00 | IA | 22 | F | 67 | 145 | NO | 1997 | HYUNDAI | SONATA | 13 | YES | CRITICAL NON-ANATOMIC BRAIN INJURY, SMALL BILATERAL CEREBRAL CONTUSION, ABRASION TO RIGHT CHEEK AND CHIN | PAB |
| 8 | CA9939 | UNDER REVIEW | May-98 | Sep-99 | PA | 85 | M | UNK | UNK | NO | 1998 | MERCURY | MYSTIQUE | 8 | YES | INTRA-CEREBRAL HEMORRHAGE AND LEFT TRAUMATIC PNEUMOTHORAX | PAB AND RIGHT B-PILLER |
| Active - Investigation initiated and continuing; Report not yet received at NHTSA | | | | | | | | | | | | | UNK - Unknown | | | N/A - Not Applicable | |
| Under Review - Investigation complete; Report under review by NHTSA staff; Report not available | | | | | | | | | | | | | PAB FLAP - Passenger's air bag cover flap | | | PAB - Passenger's Air Bag | |
| Available - Report review complete; Report placed in public file and available from VOLPE Center (617) 494-2640 | | | | | | | | | | | | | DAB - Driver's Air Bag | | | FX - Fracture | |

**SPECIAL CRASH INVESTIGATIONS
ADVANCED OCCUPANT PROTECTION CASES
October 1, 2001**

1. CASE TOTALS

| | |
|--|----|
| 1. Total Number of Cases: | 56 |
| 2. Number of cases under active investigation: | 47 |
| 3. Number of cases under review: | 9 |
| 4. Number of cases available to the public: | 0 |

2. VEHICLES BY MAKE

| | |
|-------------|----|
| 1. Ford | 47 |
| 2. Lincoln | 5 |
| 3. Honda | 2 |
| 4. Toyota | 1 |
| 5. Chrysler | 1 |

3. IMPACT PLANE

| | |
|-------------------|----|
| 1. Front | 46 |
| 2. Left Side | 1 |
| 3. Right Side | 3 |
| 4. Side and Front | 1 |
| 5. TBD | 5 |

4. CASE SELECTION CRITERIA

February 2001 to Present

The crash configuration must be an impact where an advanced component is designed to protect the occupant(s). Not including back plane impacts.

The vehicle must be towed due to crash induced damage.

5. NHTSA CASE SUMMARY

The Advanced Occupant Protection Systems Study case summary can be viewed on the SCI internet web site at <http://www.nhtsa.dot.gov/people/ncsa/sci.html>

6. COORDINATION OF INFORMATION WITH INDUSTRY

The agency is sharing the field data with those automobile manufactures that are currently sharing their technologies surrounding the advanced occupant protection systems available in their production vehicles.

Particularly noteworthy is the technical analysis of data recording device outputs. This

data has provided invaluable information relating to the occupant status, severity assessment, and deployment controls in researching crashes with advanced systems.

October 24, 2001

NHTSA ADVANCED OCCUPANT PROTECTION SYSTEMS CASE SUMM.

| CRASH | Case . | Case Status | Crash Date | Inv Date | State | VEHICLE | | | | Driver | Driver Age | Driver Sex | Drv Height (in) | Drv Weight (lbs) | Drv Belted | Driver Body Region | Driver Injury Severity | PASSENGER | | Pas Height (in) | Pas Weight (lbs) | Pas Belted | Pass Body Region | Pass Injury Severity |
|-------|------------|--------------|------------|-----------|-------|--------------------|--------------|------------------|-------------|---------------------|------------|------------|-----------------|------------------|------------|--------------------|------------------------|-----------------------------|-------------|-----------------|------------------|------------|------------------|----------------------|
| | | | | | | Vehicle Model Year | Vehicle Make | Vehicle Model | Plane (CDC) | | | | | | | | | Damaged based Delta V (mph) | FR Pass Age | | | | | |
| 1 | 00-74-32G | Active | 3/1/2000 | 3/1/2000 | TBD | 2000 | Ford | Taurus | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| 2 | CA00-013 | Under review | 3/1/2000 | 5/1/2000 | MI | 2000 | Ford | Taurus | 12FZEW1 | 10 | 31 | Male | 73 | 183 | Yes | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 3 | CA00-014 | Under review | 3/1/2000 | 3/1/2000 | VA | 2000 | Honda | Accord | 01FDEW1 | 10 | 27 | Female | 62 | 140 | Yes | Cervical Spine | Cervical strain | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 4 | 00-12-093C | Under review | 6/1/2000 | 6/1/2000 | MI | 2000 | Ford | Taurus | 12FDEW1 | 21 | 37 | Male | 75 | 260 | Yes | Upper Extremity | Minor | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 5 | CA00-019 | Under review | 6/1/2000 | 7/1/2000 | TN | 2000 | Ford | Taurus | 01RYAW3 | 16 | 86 | Male | 71 | 150 | No | Thorax | Severe | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 6 | DS00-001 | Active | 6/1/2000 | 6/1/2000 | OR | 2000 | Honda | Accord | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| 7 | DS00-002 | Active | 2/1/2000 | 6/1/2000 | CA | 2000 | Ford | Taurus | 12FDEW1 | -8 longitudinal | 70 | Female | TBD | TBD | No | TBD | TBD | 69 | Male | TBD | TBD | No | TBD | TBD |
| 8 | DS00-003 | Under review | 3/1/2000 | 6/1/2000 | TX | 2000 | Ford | Taurus | 12FDEW1 | -38 longitudinal | 33 | Male | 70 | 190 | Yes | Thorax | 1-Minor | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 9 | DS00-004 | Under review | 2/1/2000 | 7/1/2000 | WA | 2000 | Ford | Taurus | 00RDAO2 | N/A | 30 | Female | TBD | TBD | TBD | Thorax | 1-Minor | N/A | N/A | N/A | N/A | N/A | N/A | |
| 10 | DS00-005 | Under review | 3/1/2000 | 7/1/2000 | TX | 2000 | Mercury | Sable | 10FYEW1 | -2 longitudinal | 40 | Male | Unk | Unk | Yes | N/A | N/A | 20 | Female | Unk | Unk | Yes | N/A | N/A |
| 11 | CA00-020 | Active | 4/1/2000 | 7/1/2000 | AL | 2000 | Ford | Taurus | 12FCEN4 | 36 | 78 | Male | TBD | TBD | Yes | TBD | Fatal | TBD | Femal | TBD | TBD | Yes | Lower Extremity | TBD |
| 12 | CA00-021 | Active | | 7/1/2000 | TN | 2000 | Ford | Taurus | 12FCEN1 | <10 | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| 13 | DS00-006 | Active | 5/1/2000 | 7/1/2000 | CA | 2000 | Ford | Taurus | 12FDEW1 | -18.4 Longitudinal | 40 | Female | 66 | 110 | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 14 | DS00-007 | Active | 4/1/2000 | 7/1/2000 | MO | 2000 | Ford | Taurus | 11FDEW2 | -23 longitudinal | 44 | Male | 68 | 145 | Yes | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 15 | DS00-008 | Active | 5/1/2000 | 7/1/2000 | CA | 2000 | Mercury | Sable | 12FDEW1 | -11.7 | 59 | Male | 72 | 179 | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 16 | CA00-023 | Active | 6/1/2000 | 7/1/2000 | TN | 2000 | Ford | Taurus | 11FYEW1 | TBD | 18 | Female | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| 17 | CA00-025 | Active | 4/1/2000 | 7/1/2000 | MD | 2000 | Ford | Taurus | 12FYEE9 | TBD | 62 | Female | TBD | TBD | Yes | TBD | Fatal | 67 | Male | TBD | TBD | No | TBD | TBD |
| 18 | DS00-009 | Active | 8/1/2000 | 8/1/2000 | WI | 2000 | Ford | Taurus | 12FLEE8 | -35.3 | 63 | Male | TBD | TBD | Yes | TBD | TBD | 62 | Female | TBD | TBD | TBD | TBD | TBD |
| 19 | DS00-010 | Active | 6/1/2000 | 8/1/2000 | MO | 2000 | Ford | Taurus | 12FDEW1 | -8 longitudinal | 67 | Male | 68 | 200 | No | Thorax | 1-Minor | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 20 | DS00-011 | Active | 5/1/2000 | 8/1/2000 | TX | 2000 | Mercury | Sable | TBD | -11 Longitudinal | 39 | Female | TBD | TBD | TBD | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 21 | DS00-013 | Active | 7/1/2000 | 8/1/2000 | WI | 2000 | Ford | Taurus | 12FREE2 | -14.4 Longitudinal | 24 | Male | TBD | TBD | TBD | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 22 | DS00-014 | Active | 5/1/2000 | 8/1/2000 | MO | 2000 | Ford | Taurus | 12FYEW1 | -11.8 Longitudinal | 48 | Female | TBD | TBD | TBD | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 23 | DS00-016 | Active | 6/1/2000 | 8/1/2000 | ARK | 2000 | Ford | Taurus | 10LYEW | 9.8 Total | 30 | Male | TBD | TBD | Yes | TBD | TBD | TBD | Female | TBD | TBD | Yes | TBD | TBD |
| 24 | CA00-035 | Active | 8/1/2000 | 8/1/2000 | NJ | 2000 | Ford | Taurus | TBD | 10 | 35 | Male | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 25 | DS00-019 | Active | 7/1/2000 | 9/1/2000 | IL | 2000 | Ford | Taurus | 12FDEW1 | -12.2 Longitudinal | 29 | Female | 59 | 115 | Yes | TBD | TBD | 50 | Male | 68 | 170 | Yes | TBD | TBD |
| 26 | DS00-018 | Active | 6/1/2000 | 9/1/2000 | TX | 2000 | Ford | Taurus | 11FDEW1 | -13.7 Longitudinal | 51 | Male | TBD | TBD | Yes | TBD | TBD | 38 | Female | TBD | TBD | No | TBD | TBD |
| 27 | CA00-038 | Under review | 9/1/2000 | 10/1/2000 | MI | 2000 | Ford | Taurus | 12FDEW1 | -8.6 longitudinal | 46 | Male | 71 | 215 | No | N/A | 0-Not Injured | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 28 | 00-11- | Active | 6/1/2000 | 10/1/2000 | MI | 2000 | Mercury | Sable | 12FLEE6 | TBD | 35 | Male | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 29 | CA00-044 | Active | 9/1/2000 | 10/1/2000 | MI | 2000 | Ford | Taurus | 11FYEW1 | -9.9 Longitudinal | 22 | Male | Unk | Unk | No | N/A | N/A | 20 | Male | Unk | Unk | No | N/A | N/A |
| 30 | CA00-043 | Active | 8/1/2000 | 10/1/2000 | MI | 2000 | Ford | Taurus | TBD | TBD | 85 | Female | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 31 | 00-11- | Active | 10/1/2000 | 10/1/2000 | MI | 2000 | Ford | Taurus | TBD | TBD | 17 | Male | TBD | TBD | Yes | N/A | N/A | N/A | Male | TBD | TBD | TBD | N/A | N/A |
| 32 | CA00-041 | Active | 9/1/2000 | 9/1/2000 | MI | 2000 | Ford | Taurus | TBD | TBD | 46 | Male | TBD | TBD | No | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 33 | CA00-059 | Active | 11/1/2000 | 12/1/2000 | VA | 2000 | Ford | Taurus | 11FDEW2 | -7.8 Longitudinal | 40 | Male | 76 | 250 | Yes | N/A | N/A | 60 | Female | 63 | 200 | No | Head | 1-Minor |
| 34 | DS00-017 | Active | 6/1/2000 | 9/1/2000 | OR | 2000 | Ford | Taurus | 12FDEW1 | -19.9 Longitudinal | 50 | Male | 74 | 200 | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 35 | CA01-011 | Active | 12/1/2000 | 1/1/2001 | NY | 2001 | Chrysler | Town and Country | TBD | TBD | 36 | Female | TBD | TBD | Yes | TBD | TBD | 3 | Male | TBD | TBD | TBD | TBD | TBD |
| 36 | DS01-003 | Active | 12/1/2000 | 2/1/2001 | CA | 2000 | Ford | Taurus | TBD | TBD | 30 | Male | 68 | 150 | Yes | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| 37 | CA01-022 | Active | 1/1/2001 | 2/1/2001 | VA | 2000 | Ford | Taurus | 11LPEW3 | -19.9 longitudinal/ | 48 | Female | 64 | 156 | Yes | Lower Extremity | 3-Serious | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 38 | IN01-003 | Active | 2/1/2000 | 2/1/2001 | MS | 2001 | Lexus | GS300 | 12FZLW2 | 14.5 (CDC ONLY) | 20 | Male | TBD | TBD | Yes | TBD | TBD | 18 | Female | 67 | 170 | No | TBD | TBD |
| 39 | DS01-004 | Active | 11/1/2000 | 3/1/2001 | NC | 2000 | Ford | Taurus | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| 40 | DS01-005 | Active | 1/1/2001 | 3/1/2001 | TX | 2000 | Ford | Taurus | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| 41 | IN01-006 | Active | 3/1/2001 | 3/1/2001 | IL | 2001 | Ford | Taurus | 12FYAW6 | -26 Longitudinal | 25 | Male | 73 | 175 | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 42 | DS01-006 | Active | 12/1/2000 | 3/1/2001 | CA | 2000 | Ford | Taurus | 12FDEW3 | -20 | 70 | Female | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 43 | DS01-007 | Active | 1/1/2001 | 3/1/2001 | KS | 2001 | Mercury | Sable | 01FDEW1 | -15.8 Longitudinal | 20 | Female | TBD | TBD | No | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 44 | CA01-020 | UNDER REVIEW | 1/1/2001 | 2/1/2001 | PA | 2000 | Ford | Taurus | 11FDEW1 | -7.2 Longitudinal | 48 | Male | 72 | 275 | Yes | Yes | 1-Minor | 47 | Female | 62 | 150 | Yes | Upper Extremity | 1-Minor |
| 45 | CA00-042 | Active | 8/1/2000 | 10/1/2000 | PA | 2000 | Ford | Taurus | TBD | TBD | 70 | Female | TBD | TBD | Yes | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|----|-----------|--------|-----------|----------|----|------|---------|--------------|-------------|----------------------|-----|--------|-----|-----|-----|--------|----------|-----|-----|-----|-----|-----|-----|-----|
| 46 | DS01-009 | Active | 12/1/2000 | 4/1/2001 | TX | 2000 | Ford | Taurus | 11FYEW 2 | 32.8 Longitudinal | 56 | Female | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 47 | CA01-031 | Active | 5/1/2000 | 6/1/2001 | MD | 2001 | Ford | Windstar | TBD | TBD | TBD | Male | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 48 | CA01-033 | Active | 4/1/2001 | 6/1/2001 | MI | 2001 | Ford | Taurus | TBD | TBD | 25 | Male | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 49 | CA01-034 | Active | 4/1/2001 | 6/1/2001 | MI | 2001 | Ford | Taurus | TBD | TBD | 51 | Female | TBD | TBD | Yes | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 50 | CA01-028* | Active | 5/1/2001 | 5/1/2001 | NY | 2000 | Ford | Taurus | 12FDEW 1 | 8.5 Longitudinal | 69 | Female | 67 | 170 | Yes | Thorax | 1- Minor | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 51 | IN01-017 | Active | 6/1/2001 | 6/1/2001 | IN | 2000 | Ford | Taurus | TBD | TBD | 29 | Male | TBD | TBD | No | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 52 | 01-02- | Active | 6/1/2001 | 6/1/2001 | NY | 2001 | Ford | Taurus | TBD | TBD | 60 | Male | TBD | TBD | No | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 53 | IN01-012 | Active | 4/1/2001 | 4/1/2001 | MO | 2001 | Ford | Taurus | 12FZAA8 | -82 Longitudinal | 37 | Female | TBD | TBD | Yes | TBD | Fatal | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 54 | CA01-039 | Active | 6/1/2001 | 7/1/2001 | NY | 2001 | Mercury | Sable | TBD | TBD | 57 | Female | TBD | TBD | TBD | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 55 | CA01-040 | Active | 6/1/2001 | 7/1/2001 | NY | 2001 | Ford | Crown Vic | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 56 | IN01-019 | Active | 7/1/2001 | 8/1/2001 | LA | 2001 | Ford | Crown Vic | TBD | TBD | 36 | Male | TBD | TBD | No | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

**SPECIAL CRASH INVESTIGATIONS
SIDE AIR BAG CASES
October 1, 2001**

1. CASES

| | |
|--|----|
| 1. Total number of Cases: | 55 |
| 2. Number of cases under active investigation: | 25 |
| 3. Number of cases under review: | 18 |
| 4. Number of cases available to the public: | 12 |

2. VEHICLES BY MAKE

| | |
|------------------|----|
| 1. BMW | 11 |
| 2. Cadillac | 6 |
| 3. Honda | 1 |
| 4. Infinity | 1 |
| 5. Jaguar | 1 |
| 6. Lexus | 1 |
| 7. Lincoln | 1 |
| 8. Mazda | 1 |
| 9. Mercedes-Benz | 9 |
| 10. Nissan | 1 |
| 11. Oldsmobile | 1 |
| 12. Porsche | 1 |
| 13. Toyota | 5 |
| 14. Volkswagon | 6 |
| 15. Volvo | 9 |

TOTAL 55

3. IMPACT PLANE

| | |
|-------------------|----|
| 1. Driver Side | 31 |
| 2. Passenger Side | 12 |
| 3. Front | 5 |
| 4. Rollover | 5 |
| 5. No Impact | 2 |

4. CASE SELECTION CRITERIA

February 1995 to January 2000

Any side air bag and/or side curtain deployment.

February 2000 to Present

Any side air bag and/or side curtain deployment into an occupied position.

| October 24, 2001 | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|-------------------|--------------|----------------------|------------|-----------|----|--------------------|---------------|---------------|--------------------|-------------------------------|------------|-------------------|-------------------|--------------------|-------------|--------------|--|-------------|-------------|-------------------|--------------------|-------------|--------------|---|--|
| NHTSA SIDE AIR BAG CASE SUMMARY | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CRASH | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total No. | Case . | Case Status | Occupant Dispositoin | Crash Date | Inv. Date | St | VEHICLE | | | | DRIVER | | | | | | | FRONT RIGHT PASSENGER | | | | | | | | |
| | | | | | | | Vehicle Model Year | Vehicle Make | Vehicle Model | Plane (CDC) | Delta V (mph) | Driver Age | Driver Sex | Drv. Height (in.) | Drv. Weight (lbs.) | Drv. Belted | Drv. Injured | Drv. Injury Mechanism | FR Pass Age | FR Pass Sex | Pas. Height (in.) | Pas. Weight (lbs.) | Pas. Belted | Pas. Injured | Pas. Injury Mechanism | |
| 1 | CA9711 96-74-190J | Under review | Not Fatal | Dec-96 | Mar-97 | NE | 1997 | BMW | 528i | 02RZAW3 | 16 | 39 | Male | 71 | 190 | No | Yes | Knee bolster | 3 | Male | 36 | 32 | No | Yes | Door mounted air bag cover flap | |
| 2 | CA9720 | Active | Not Fatal | May-96 | May-97 | NC | 1996 | Mercedes-Benz | E320 | 02RDEW4 | UNK | 61 | Male | 71 | 195 | Yes | No | N/A | 58 | Female | 61 | 140 | Yes | Yes | TBD | |
| 3 | CA9727 | Available | Not Fatal | May-97 | Aug-97 | MA | 1995 | Volvo | 850 Sedan | No Impact | No Impact | TBD | N/A | N/A | N/A | N/A | N/A | N/A | 15 | Male | 70 | 140 | No | Yes | Side air bag | |
| 4 | CA9732 | Under review | Not Fatal | Sep-97 | Sep-97 | NJ | 1998 | Cadillac | Deville | 07LPES2 | 13 | 53 | Male | UNK | UNK | Yes | No | N/A | 50 | Female | UNK | UNK | Yes | No | N/A | |
| 5 | CA9737 | Under review | Not Fatal | Oct-97 | Oct-97 | MO | 1998 | BMW | 740iL | 10LYEW3 | 12 | 45 | Female | 67 | 140 | Yes | Yes | Knee bolster | 16 | Male | 69 | 140 | Yes | No | N/A | |
| 6 | CA9803 | Active | Not Fatal | Jan-98 | Jan-98 | AL | 1998 | Mercedes-Benz | ML320 | 00RDAO2 (Rollover) | 63 Departure Speed | 30 | Female | 61 | 120 | Yes | Yes | Various interior components | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 7 | CA9813 | Active | Not Fatal | Dec-97 | Mar-98 | FL | 1998 | Volvo | S90 | 09LPEW3 | 10-15 | 16 | Female | 62 | 110 | Yes | Yes | Left side air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 8 | IN9504 | Active | Not Fatal | Nov-94 | Feb-95 | TX | 1995 | Volvo | 850 | 11LDEW3 | 20-25 | 41 | Female | 65 | 125 | Yes | Yes | Driver air bag and left side interior components | 10 | Female | 64 | 130 | Yes | No | N/A | |
| 9 | IN9808 | Available | Not Fatal | Oct-97 | Jan-98 | AK | 1997 | Mercedes-Benz | E320 | 10LPEW2 | 10 | 48 | Female | 64 | 128 | No | Yes | Driver steering wheel rim | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 10 | DS9720 | Active | Fatal | Feb-97 | Sep-97 | CA | 1995 | Volvo | 850 Wagon | 01RDEW2/ Rollover | 9 | 37 | Female | 62 | 115 | No | Yes | Driver ejected through the drivers side window onto the ground during the rollover | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 11 | DS9723 | Under review | Not Fatal | Sep-97 | Oct-97 | CA | 1996 | Mercedes-Benz | E320 | 10LZEW3 | 12 | 17 | Female | 66 | 106 | Yes | Yes | Impact forces | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 12 | 97-49-150C | Active | Not Fatal | Sep-97 | Oct-97 | TX | 1997 | Volvo | 960 | 10LYEW3 | 13 | 48 | Male | 66 | 200 | Yes | Yes | Left side interior | 45 | Female | 65 | 130 | Yes | Yes | Passenger air bag | |
| 13 | DS9811 | Active | Not Fatal | Mar-98 | Mar-98 | TX | 1998 | BMW | 740i | 02ZFEW1 | 8 | 39 | Male | 72 | 175 | Yes | Yes | Flying glass | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 14 | 96-05-66C | Active | Not Fatal | Jul-96 | Jul-96 | PA | 1996 | Volvo | 850 | 02RYAW4 | 15 | 29 | Female | 66 | 128 | Yes | Yes | Steering wheel rim | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 15 | CA9823 | Under review | Fatal | Mar-98 | Apr-98 | FL | 1998 | Cadillac | Deville | 02RYEW4 | 19 | 82 | Male | 72 | 190 | Yes | Yes | Seat belt webbing & B pillar | 74 | Female | 65 | 130 | Yes | Yes | Intruding right door panel | |
| 16 | 98-43-031F | Active | Not Fatal | Feb-98 | Mar-98 | NC | 1998 | Volvo | S70 | 09LYEW2 | 9 | 40 | Female | 64 | 119 | Yes | No | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | |
| 17 | CA9845 | Active | Fatal | Aug-98 | Aug-98 | OH | 1997 | Cadillac | Deville | Left Side | TBD | 58 | Female | TBD | TBD | TBD | Yes | TBD | TBD | Male | TBD | TBD | TBD | Yes | TBD | |
| 18 | CA9841 | Under review | Not Fatal | Jul-98 | Jul-98 | AL | 1998 | Mercedes-Benz | ML320 | Front/ Rollover | 50 Speed Limit / 10 1/4 Rolls | 40 | Female | TBD | TBD | Yes | Yes | Windshield | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 19 | CA9853 98-03-063A | Active | Fatal | Sep-98 | Sep-98 | NY | 1998 | BMW | 528 | Front/ Rollover | UNK | 26 | Male | 72 | 209 | No | Yes | Ground | 46 | Male | 72 | 209 | No | Yes | TBD | |
| 20 | IN9829 | Active | Fatal | Nov-98 | Dec-98 | TX | 1999 | Infinity | G20 | 10LYAW-5 | 27 | 59 | Female | 67 | 166 | Yes | Yes | Impact forces | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 21 | 98-41-086C | Available | Not Fatal | Jun-98 | Jan-99 | FL | 1997 | BMW | 328i | 10LYEW3 | 15 | 43 | Male | 67 | 150 | Yes | Yes | Lt. B pillar, flying glass | 89 | Female | 58 | 100 | Yes | Yes | Flying glass, right side interior door surface, seat back support | |
| 22 | 98-43-280A | Under review | Fatal | Nov-98 | Nov-98 | NC | 1997 | Mercedes-Benz | SL320 | 09LYAW3 | 20 | 45 | Female | 63 | 115 | Yes | Yes | Front of other vehicle & left side intruding door | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 23 | DS9917 | Active | Not Fatal | Feb-99 | Mar-99 | AZ | 1999 | BMW | 325 | 09LZAW3 | 25 | 26 | Female | TBD | TBD | Yes | Yes | Left side intruding door | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 24 | IN9971 | Under review | Fatal | Apr-99 | Apr-99 | IL | 1999 | Toyota | Avalon | 03RDEW3 | 28 | 17 | Male | 69 | 160 | Yes | Yes | TBD | 32 | Male | 68 | 185 | Yes | Yes | TBD | |
| 25 | CA99019 | Under review | Fatal | Jun-99 | Jun-99 | VA | 1999 | Mercedes-Benz | C280 | 00TPDO4 | 80 mph travel speed | 50 | Female | 63 | Unk | Yes | Yes | Roof | 62 | Female | Unk | Unk | Yes | Yes | Right interior surface | |
| 26 | CA9920 | Active | Not Fatal | Jul-99 | Jul-99 | NY | 1999 | BMW | M Coupe | TBD | 12-15 | 25 | Male | TBD | TBD | Yes | Yes | TBD | 25 | Male | TBD | TBD | Yes | No | None | |
| 27 | CA99021 | Available | Not Fatal | Jul-99 | Jul-99 | NY | 1997 | Cadillac | Deville | 10LYEW2 | 17 | 83 | Male | 72 | 180 | Yes | Yes | Left door/ shoulder belt | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 28 | 98-09-804E | Active | Not Fatal | Oct-98 | TBD | MD | 1998 | VW | Beetle | 01FREE9 | 11 | 27 | Male | 69 | 185 | No | Yes | Various interior components | 18 | Female | UNK | UNK | Yes | Yes | Passenger air bag | |
| 29 | IN9973 | Active | Not Fatal | Apr-99 | Apr-99 | TX | 1998 | Volvo | C70 | No Impact | No Impact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 79 | Female | 64 | 170 | No | Yes | seat mounted air bag | |
| 30 | 99-79-58A | Active | Fatal | May-99 | May-99 | CA | 1998 | Toyota | Camry | 12FRAA9 | TBD | 17 | Female | 64 | 119 | No | Yes | Flying glass | 17 | Female | 67 | 126 | Yes | Yes | Rear surface | |
| 31 | 99-43-21G | Under review | UNK | Jan-99 | Jan-99 | NC | 1997 | BMW | 5-Series | 02RFEW2 | 7 | Unk | Unk | Unk | Unk | Unk | Unk | Unk | N/A | N/A | N/A | N/A | No | N/A | N/A | |
| 32 | 98-43-319E | Active | Not Fatal | Dec-98 | Dec-98 | NC | 1999 | VW | Passat | 09LYEW2 | 14 | 30 | Male | 70 | 130 | Yes | Yes | Belt restraint webbing/buckle | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 33 | 99-09-032C | Under review | Not Fatal | Mar-99 | Mar-99 | MD | 1998 | Toyota | Corolla | 12FLEE9 | 13 | 19 | Male | 64 | 119 | Yes | Yes | Driver's air bag | 18 | Female | Unk | Unk | Yes | Yes | Passenger air bag | |
| 34 | 99-09-071J | Under review | Not Fatal | Jun-99 | Jun-99 | MD | 1998 | Toyota | Camry | 10LZAW4 | 17 | 43 | Female | 65 | 209 | Yes | Yes | Belt restraint | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 35 | 99-11-082E | Available | Not Fatal | May-99 | May-99 | MI | 1997 | BMW | 740i | 03RYEW3 | 10 | 32 | Male | 70 | 181 | Yes | No | None | 41 | Male | 67 | 159 | Yes | Yes | Restarint webbing | |
| 36 | 99-11-117C | Under review | Not Fatal | Jul-99 | Jul-99 | MI | 1998 | Mercedes-Benz | M Class (SUV) | 10LPEW3 | 17 | 30 | Female | 68 | 140 | Yes | Yes | Belt restraint and glass | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 37 | 99-12-081G | Available | Not Fatal | May-99 | May-99 | MI | 1998 | Oldsmobile | Silhouette | 11LZEW2 | 8 | 35 | Male | 66 | 209 | Yes | No | None | 36 | Female | 65 | 150 | Yes | No | None | |
| 38 | 99-13-79E | Under review | Not Fatal | May-99 | May-99 | MI | 1998 | Nissan | Maxima | 01RDAW1 | 19 | 63 | Male | 64 | 163 | Yes | Yes | Driver's air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 39 | 99-41-042J | Available | Not Fatal | Mar-99 | Mar-99 | FL | 1998 | Toyota | Avalon | 03RYEW4 | 29 | 76 | Male | UNK | UNK | Yes | Unk | Unk | 41 | Female | UNK | UNK | Yes | Yes | Unk | |
| 40 | 00-09-004C | Under review | Not Fatal | Jan-00 | Feb-00 | MD | 2000 | Mercedes-Benz | S500 | 10LFEW3 | 8 | 25 | Female | 65 | 160 | Yes | Yes | Knee bolster | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 41 | IN99-114 | Active | Not Fatal | Dec-99 | Jan-00 | IA | 1999 | Mazda | MPV | 09LYEW3 | 15 | 37 | Female (pregnant) | 69 | 195 | Yes | Yes | Door panel intrusion | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 42 | CA9926 | Under review | Not Fatal | Jul-99 | Jul-99 | TN | 1998 | Lexus | LS400 | 10LYAW3 | 20 | 41 | Female | 66 | UNK | Yes | Yes | Impact forces, torso belt, left side door panel | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 43 | CA9975 | Under review | Fatal | Dec-99 | Dec-99 | NJ | 2000 | Cadillac | STS | 09LPEW4 | 24 | 88 | Male | 67 | 185 | No | Yes | Impact forces and intrusion of the left door panel | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 44 | CA00016 | Active | Not Fatal | TBD | May-00 | CA | 1997 | Cadillac | Deville | 09LPEW3 | 9 | 76 | Male | 74 | 180 | Yes | Yes | Side air bag cover flap | 76 | Female | UNK | UNK | UNK | Yes | TBD | |
| 45 | 00-09-071C | Active | Fatal | TBD | TBD | MD | 2000 | Lincoln | Town Car | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | |
| 46 | DS00-015 | Active | Not Fatal | May-00 | Aug-00 | CA | 1999 | Porsche | Boxter | TBD | TBD | 55 | Male | 68 | 200 | TBD | TBD | TBD | 31 | Female | 63 | 120 | TBD | TBD | TBD | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------|--------------|-----------|--------|--------|----|------|--------|--------|---------|-----|-----|--------|-----------------------------|-----|-----|-----|------------------------------------|-----|--------|-----|-----|-----|-----|-----------------------------|-----|
| 47 | 00-74-008E | Available | Not Fatal | Jan-00 | Jul-00 | NE | 2000 | Honda | Accord | 10LYEW3 | 15 | 31 | Female | 65 | 141 | Yes | Yes | Restraint Webbing | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 48 | 99-79-176A | Available | Fatal | Dec-99 | Dec-99 | CA | 1996 | Volvo | 850 | 01RYAW4 | 27 | 72 | Female | 61 | 130 | Yes | Yes | Other occupant | 72 | Female | 66 | 150 | Yes | Yes | Right side interior surface | |
| 49 | 99-11-205J | Available | Fatal | Dec-99 | Dec-99 | MI | 1998 | VW | Beetle | 09LPAW3 | 13 | 33 | Male | 69 | 155 | No | Yes | Left side interior surfaces/Ground | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 50 | CA01-021 | Active | Not Fatal | Jan 01 | Feb-01 | NJ | 2000 | BMW | 328Ci | 10LPAW4 | TBD | TBD | Male | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | |
| 51 | 99-04-051J | Under review | Not Fatal | Aug 99 | Aug 99 | NJ | 1999 | VW | Jetta | 10LPAN3 | 13 | 21 | Male | Unk | Unk | No | Yes | Left side interior surfaces | 19 | Female | UNK | Unk | Yes | Unk | Unk | |
| 52 | 99-82-120K | Available | Not Fatal | Nov-99 | Jan-01 | WA | 1998 | VW | Passat | 11LPEW2 | 9 | 54 | Male | 70 | 174 | Yes | No | None | 11 | Male | 62 | 130 | Yes | Yes | Interior surfaces | |
| 53 | 99-08-167C | Available | Not Fatal | Sep-99 | Jan-01 | PA | 1998 | Jaguar | XJ8L | 02RYEW4 | 21 | 25 | Male | Unk | Unk | No | Unk | Unk | 29 | Male | Unk | Unk | No | Yes | B-pillar | |
| 54 | CA01-028* | Active | Not Fatal | May-01 | May-01 | NY | 2001 | BMW | 325xi | 09LYEW2 | 9 | 17 | Female | 63 | 100 | Yes | Yes | Left side interior surfaces | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 55 | CA01-041 | Active | Not Fatal | Feb-01 | Jul-01 | NY | 2001 | VW | Passat | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | |
| Active - Investigations initiated and continuing: Report not yet received at NHTSA | | | | | | | | | | | | | | TBD - To be Determined | | | | | | | | | | | | |
| Under Review - Investigation complete: Report under review by NHTSA staff: Report not available | | | | | | | | | | | | | | UNK - Unknown | | | | | | | | | | | | |
| Available - Report review complete: Report placed in public file and available from VOLPE Center (617) 494- 2640 | | | | | | | | | | | | | | N/A - Not Applicable | | | | | | | | | | | | |
| | | | | | | | | | | | | | | LOC - Loss of Consciousness | | | | | | | | | | | | |
| | | | | | | | | | | | | | | NFS - Not Further Specified | | | | | | | | | | | | |

**SPECIAL CRASH INVESTIGATIONS
REDESIGNED AIR BAG CASES
July 1, 2001- October 1, 2001**

1. CASES

| | <u>NHTSA</u> | <u>PARTNERS</u> |
|--|--------------|-----------------|
| 1. Total Number of Cases: * | 303 | 268 |
| 2. Number of cases under active investigation: | 102 | |
| 3. Number of cases under review: | 129 | |
| 4. Number of cases available to the public: | 75 | 268 |

* Note: Three NHTSA cases contain two redesigned air bag vehicles (99-75-019, 98-43-212, and DS 9827).

2. VEHICLES BY MANUFACTURER

| | <u>NHTSA</u> | <u>PARTNERS</u> |
|---------------------|--------------|-----------------|
| 1. Audi | 0 | 1 |
| 2. BMW | 0 | 1 |
| 3. Daimler-Chrysler | 54 | 52 |
| 4. Ford | 82 | 98 |
| 5. General Motors | 112 | 87 |
| 6. Honda | 18 | 8 |
| 7. Hyundai | 0 | 1 |
| 8. Kia | 1 | 0 |
| 9. Mercedes | 0 | 2 |
| 10. Mitsubishi | 3 | 1 |
| 11. Nissan | 12 | 6 |
| 12. Subaru | 2 | 2 |
| 13. Toyota | 21 | 5 |
| 14. Volkswagen | 1 | 2 |
| 15. Volvo | 0 | 2 |
| | 306 | 268 |

3. NHTSA CRITERIA

Beginning June 1, 2000, crashes with a deployment of a redesigned air bag will be selected based on the following criteria:

Any air bag equipped 1999 model year or newer passenger car or light truck that meets at least one of the following:

- The crash configuration is a frontal (principal direction of force = 11,12, or 01 o'clock), and a child (12 years old or younger) is in a seat position protected by a deployed redesigned air bag, regardless of injury and crash severity.
- The crash configuration is a frontal (principal direction of force = 11,12, or 01 o'clock), is not a rollover, and an adult in a seat position protected by a deployed redesigned air bag receives fatal injuries.
- Any crash involving a 2000 model year or newer passenger car or light truck equipped

with smart or advanced air bag systems. These systems include but are not limited to multi-stage inflations, systems with capabilities of detecting out-of-position occupants, etc.

- Any crash involving a 2000 model year or newer passenger car or light truck equip with an Event Data Recording device and a deployed driver or passenger air bag.
- 4. See the attached NHTSA Redesigned Air Bag Case Summary, dated 10/01/01, for a list of Active, Under Review and Available redesigned air bag cases.
- 5. See attached Partners Redesigned Air Bag Case Summary, dated 4/01/01, for Available cases completed by Industry Partners.
- 6. The following cases appear on the SCI report of Monthly Counts for Air Bag Deployment Related Fatalities and seriously Injured Persons.

| | | |
|---------|---------|-------------|
| IN9902 | CA9951 | CA00054 |
| IN9830 | DS9901 | CA00056 |
| CA9925 | CA00026 | 2000-12-091 |
| CA9912 | CA99039 | CA00026 |
| CA9855 | CA00046 | CA9838 |
| CA00047 | | |

qsel_NHTSA_Redesigned

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|-----------|--------------|-----------|---------|----------|-----|------|------------|----------------|----------|------------------------|-----|----|--------|-----|-----|-----|---|-------------------------------------|-----|--------|-----|-----|-----|--|--------------------------------------|
| 206 | 98-48-117 | Under Review | Not fatal | 10/1/98 | 10/31/98 | AL | 1998 | Mazda | B2500 | 01FZEW2 | 14 | No | 22 | Male | 70 | 180 | Yes | None | N/A | Unk | Unk | Unk | Unk | Yes | None | N/A |
| 207 | 98-48-804 | Under Review | Not fatal | 10/1/98 | 10/31/98 | AL | 1998 | Chevrolet | S-10 | 12FREW3 | 30 | Yes | 20 | Male | 71 | 150 | No | Skin laceration | Windshield | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 208 | 98-11-814 | Under Review | Not fatal | 11/1/98 | 12/1/98 | MI | 1998 | Chevrolet | Cavalier | 12FZEW2 | 17 | No | 47 | Female | 62 | 150 | Yes | Fractured finger | Steering wheel rim | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 209 | 98-49-810 | Under Review | Not fatal | 10/1/98 | 10/31/98 | TX | 1998 | Ford | Explorer | 12FLEE3 | 30 | Unk | 29 | Male | 72 | 195 | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 210 | 98-09-123 | Active | Not fatal | 10/1/98 | 10/31/98 | MD | 1998 | Oldsmobile | Cutlass | 11FDEW3 | 14 | Yes | 34 | Female | 70 | 276 | Yes | Skin abrasion | Driver air bag | 31 | Male | 71 | 185 | Yes | None | N/A |
| 211 | 98-08-174 | Active | Not fatal | 10/1/98 | 10/31/98 | PA | 1998 | Ford | Crown Victoria | 12FLEN3 | TBD | TBD | 26 | Male | TBD | TBD | Yes | Strain of the cervical spine | Seat back | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 212 | 98-43-810 | Under Review | Not fatal | 11/1/98 | 12/1/98 | NC | 1998 | Chevrolet | Cavalier | 11FDEW1 | 10 | No | 16 | Female | 66 | 135 | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 213 | 98-74-805 | Under Review | Not fatal | 10/1/98 | 10/31/98 | NE | 1999 | Honda | Civic | 11FYEW1 | 11 | No | 29 | Female | 65 | 165 | Yes | Skin contusion to scalp | Left side window frame | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 214 | DS9827* | Active | Not fatal | 10/1/98 | 11/1/98 | WA | 1998 | Chevrolet | Cavalier | 12FYEW4 | 36 | No | 24 | Female | TBD | TBD | Yes | Fractured left arm/ concussion | TBD | 51 | Female | TBD | TBD | Yes | Fractured left arm | TBD |
| 215 | 98-81-804 | Active | Not fatal | 10/1/98 | 10/31/98 | WA | 1998 | Toyota | Camry | 12FDEW1 | TBD | Yes | 15 | Female | 60 | 108 | Yes | Skin contusion | Driver air bag | 15 | Female | 65 | 112 | Yes | Skin contusion | Knee bolster |
| 216 | 98-49-185 | Active | Not fatal | 10/1/98 | 10/31/98 | TX | 1998 | Honda | Accord | 12FDMW3 | 14 | TBD | 21 | Male | 73 | 295 | No | Closed head injury | Windshield | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 217 | 98-08-168 | Active | Not fatal | 10/1/98 | 10/31/98 | PA | 1998 | Saturn | SC | 12FDEW99 | 7 | Yes | 41 | Female | TBD | TBD | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 218 | DS9827* | Active | Not fatal | 10/5/98 | 11/1/98 | WA | 1998 | Chevrolet | Cavalier | 12FYEW4 | 36 | No | 21 | Male | TBD | TBD | Yes | Fractured femur (right) fractured/left ankle | Toe pan intrusion | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 219 | 98-09-805 | Active | Not fatal | 11/1/98 | 12/1/98 | MD | 1998 | Ford | Windstar | 12FLEW1 | 13 | No | 41 | Female | 70 | 154 | Yes | Sprained right wrist | Instrument panel, passenger air bag | 12 | Male | 66 | 143 | Yes | Strained cervical spine | Non-impact forces |
| 220 | 98-49-176 | Under Review | Fatal | 11/1/98 | 12/1/98 | TX | 1998 | Ford | Mustang | 12FRAS6 | Out of scope Sideswipe | No | 21 | Male | 72 | 202 | No | Fractured skull | Exterior surface | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 221 | 98-11-208 | Under Review | Not fatal | 11/1/98 | 12/1/98 | MI | 1998 | Ford | F-Series | 11FYEW1 | 9 | No | 73 | Male | 70 | 175 | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 222 | 98-43-285 | Active | Not fatal | 11/1/98 | 12/1/98 | NC | 1998 | Ford | Explorer | 12FDEW2 | 18 | Yes | 49 | Male | 74 | 220 | Yes | Strain of the cervical spine | Non-impact forces | 46 | Female | 64 | 159 | Yes | Fractured sternum | Restraint webbing |
| 223 | 98-48-149 | Available | Not fatal | 11/1/98 | 12/2/98 | AL | 1998 | Ford | F-Series | 12FDEW2 | Severe | Yes | 30 | Male | 70 | 185 | Yes | Skin contusion | Restraint webbing | 34 | Male | 70 | 161 | No | Closed head injury amnesia | Windshield |
| 224 | 98-09-144 | Active | Fatal | 11/1/98 | 12/2/98 | MD | 1998 | Chevrolet | Malibu | 12FYEW5 | 50 | TBD | 73 | Female | 64 | 300 | Yes | Lacerated brain stem | Steering wheel | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 225 | 98-49-206 | Under Review | Not fatal | 11/1/98 | 12/2/98 | TX | 1999 | Chevrolet | Corvette | 11FDEW1 | 12 | Yes | 21 | Male | 68 | 150 | No | Skin contusion left wrist | Windshield | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 226 | DS9915 | Active | Not fatal | 11/1/98 | 2/9/99 | AZ | 1998 | Chevrolet | Blazer | 01FREE2 | 9 | Yes | | Male | 73 | 165 | Yes | Strain of the cervical spine | Impact forces | 21 | Female | 64 | 180 | Yes | Disruption of the placenta, contusions to both knees & upper chest | Seatbelt |
| 227 | 99-49-004 | Under Review | Not fatal | 11/1/98 | 12/2/98 | TX | 1999 | Chevrolet | Blazer | 11FYEW2 | 8 | Yes | 63 | Male | 73 | 240 | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 228 | 99-41-005 | Active | Not fatal | 11/1/98 | 12/2/98 | FL | 1998 | Toyota | Corolla | 12FDEW1 | 16 | No | 20 | Male | TBD | TBD | Yes | Skin contusion | Driver air bag | 21 | Female | TBD | TBD | Yes | Strained cervical spine | Passenger air bag |
| 229 | 99-43-009 | Active | Not fatal | 11/1/98 | 12/2/98 | NC | 1998 | Ford | Windstar | 12FDEW2 | 23 | Yes | 52 | Male | 69 | 163 | Yes | Closed head injury, LOC<1 hour | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 230 | 99-74-013 | Active | Fatal | 11/1/98 | 11/29/98 | TBD | 1999 | Mitsubishi | Galant | 12FYEW3 | 38 | TBD | 30 | Male | 72 | 220 | No | Brain stem hemorrhage | Windshield | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 231 | CA99003 | Available | Not fatal | 11/1/98 | 3/9/99 | TN | 1999 | Lexus | LX470 | 11FZEW3 | 30 | No | 67 | Male | 69 | 180 | No | Ruptured liver, collapsed lung | Steering wheel rim, air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 232 | CA99005 | Available | Not fatal | 11/1/98 | 12/1/99 | NY | 1998 | Honda | Accord | 12FDEW4 | 43 | No | 28 | Female | 67 | 127 | Yes | Perforated bowle | Restraint webbing | 28 | Male | 72 | 180 | Yes | Fracture of the lumbar spine, facial abrasions | Restraint webbing and driver air bag |
| 233 | 99-13-801 | Under Review | Not fatal | 11/1/98 | 12/2/98 | MI | 1999 | Ford | Taurus | 01RFEW3 | 13 | Yes | 18 | Male | 70 | 145 | Yes | Fractured Clavicle | Shoulder belt webbing, | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 234 | 99-43-801 | Under Review | Not fatal | 11/1/98 | 12/2/98 | NC | 1999 | Ford | Crown Victoria | 12FDEW2 | 22 | Yes | 24 | Male | 69 | 175 | Yes | Fractured right fibula, abrasions left hand/forearm | Foot controls, driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 235 | CA99022 | Available | Fatal | 11/1/98 | 12/1/99 | DE | | Chevrolet | Camaro | 12FDEW4 | 56 | Yes | 56 | Male | 68 | 260 | No | Fracture of the C5 vertebra NFS | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 236 | 99-45-807 | Under Review | Not fatal | 11/1/98 | 12/2/98 | TN | 1998 | Ford | F-150 | 01FREE4 | 12 | No | 41 | Male | 74 | 230 | Yes | Skin contusion to the left quadrant | Restraint webbing | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 237 | 99-08-801 | Under Review | Not fatal | 11/1/98 | 12/2/98 | PA | 1999 | Ford | Escort | 12FREE4 | 8 | No | 19 | Male | 69 | 150 | No | None | N/A | 27 | Male | 71 | 160 | No | Fractured mandible | Passenger air bag flap |
| 238 | IN99090 | Available | Not fatal | 9/1/99 | 10/25/99 | IL | 1999 | Chevrolet | 1500 | 12FDEW3 | 29 | No | 26 | Male | 78 | 230 | Yes | Fractures to maxilla and left mandible | Steering wheel rim | 26 | Female | 71 | 130 | Yes | Fractured right tibia | Interior surface |
| 239 | IN99017 | Available | Fatal | 11/1/98 | 9/3/99 | FL | 1998 | Buick | Century | 12FDEW5 | Severe | No | 82 | Female | 61 | 165 | Yes | Fractured left 10th rib | Steering wheel rim | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 240 | IN99027 | Available | Fatal | 11/1/98 | 9/27/99 | NY | 1998 | Lexus | ES300 | 12FZEW3 | 33 | No | 50 | Male | Unk | Unk | No | Lacerated aorta | Steering wheel rim | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 241 | 98-75-805 | AVAILABLE | Not fatal | 11/1/98 | 12/1/98 | CO | 1998 | Mazda | B-2000 | 12FYEW1 | 14 | Yes | 30 | Male | 70 | 185 | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 242 | 98-79-803 | Under Review | Not fatal | 11/1/98 | 12/2/98 | CA | 1998 | Toyota | Corolla | 01FDEW2 | 25 | Yes | 41 | Female | 60 | 150 | Yes | Strain of the cervical spine | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 243 | 98-79-009 | Under Review | Not fatal | 11/1/98 | 11/29/98 | CA | 1998 | Oldsmobile | Intrigue | 12FLEE9 | 18 | No | 33 | Male | 75 | 215 | Yes | Unconsciousness <1 hour | Driver air bag | 31 | Female | 64 | 120 | Yes | Skin contusion | Shoulder restraint |
| 244 | 98-74-802 | Under Review | Not fatal | 11/1/98 | 12/1/98 | NE | 1998 | Ford | Crown Victoria | 12FREE4 | 10 | Yes | 28 | Male | 66 | 145 | Yes | Skin abrasion left shoulder | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 245 | 98-74-803 | Under Review | Not fatal | 11/1/98 | 12/1/98 | NE | 1998 | Chevrolet | Astovan | 12FZEW3 | 18 | No | 39 | Female | 63 | 180 | Yes | Skin contusion right forearm | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 246 | 98-75-804 | Under Review | Not fatal | 11/2/98 | 12/3/98 | CO | 1998 | Ford | Explorer | 10FYEW1 | 10 | Yes | 18 | Male | 70 | 250 | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 247 | 98-81-802 | Under Review | Not fatal | 12/1/98 | 1/1/99 | WA | 1998 | Honda | CR-V | 12FYEW2 | 16 | No | 27 | Male | 74 | 200 | Yes | None | N/A | 38 | Female | 67 | 119 | Yes | Skin contusion- right side | Unk |
| 248 | 98-74-089 | Under Review | Not fatal | 12/1/98 | 1/1/99 | NE | 1998 | Chevrolet | Cavalier | 01RZEW3 | Insufficient data | No | 32 | Female | 68 | 160 | Yes | Contusion to right kidney | Restraint webbing | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 249 | 98-74-152 | Under Review | Not fatal | 12/1/98 | 1/1/99 | NE | 1998 | Dodge | Stratus | 11FLEW1 | 16 | Yes | 27 | Male | 69 | 174 | Yes | Laceration to the scalp | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 250 | 98-74-801 | Under Review | Not fatal | 12/1/98 | 1/1/99 | NE | 1998 | Honda | Accord | 11FDEW2 | 10 | No | 18 | Female | 66 | 134 | No | Skin abrasion left forearm | Driver air bag | 19 | Female | 63 | 119 | N/A | Skin contusion forehead | Instrument panel |

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|-----|------------|--------------|-----------|----------|----------|----|------|-----------|-------------|----------|-------------------|-----|----|--------|-----|-----|-----|--|---|-----|--------|-----|-----|-----|--|---------------------------------|
| 251 | 98-73-106 | Under Review | Fatal | 12/1/98 | 1/1/99 | IN | 1998 | Lincoln | Continental | 10FYEW99 | 25 | No | 80 | Male | 82 | 190 | No | Large subdural hemorrhage | Left A-pillar | 72 | Female | 61 | 120 | Yes | Fracture of multiple ribs | Passenger air bag |
| 252 | 99-81-028 | Under Review | Not fatal | 12/9/98 | 1/9/99 | WA | 1999 | Pontiac | Grand Am | 12FYEW3 | 29 | No | 28 | Male | 76 | 215 | No | Skin abrasions/lacerations, thorax contusion | Driver air bag ,windshield | 25 | Male | 73 | 220 | No | Skin laceration/fractured looth | Windshield |
| 253 | 99-75-055 | Under Review | Not fatal | 1/1/99 | 2/1/99 | CO | 1999 | Dodge | Durango | 11FDEW2 | 15 | No | 50 | Female | 63 | 135 | Yes | Unk | Unk | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 254 | 98-74-139 | Under Review | Not fatal | 1/15/99 | 2/15/99 | NE | 1998 | Nissan | Altima | Unk | 23 | No | 20 | Male | 69 | 249 | Yes | None | N/A | 21 | Male | 69 | 150 | Yes | None | N/A |
| 255 | 98-81-803 | Under Review | Not fatal | 2/1/99 | 3/3/99 | WA | 1998 | Ford | Taurus | 01RZEW3 | 11 | No | 24 | Male | 65 | 150 | Yes | Strain of the cervical spine | Driver air bag | 25 | Male | 65 | 160 | Yes | None | N/A |
| 256 | 98-76-098 | Under Review | Not fatal | 2/1/99 | 3/4/99 | AZ | 1998 | Nissan | Frontier | 12FYEW3 | 28 | Yes | 18 | Female | 65 | 115 | Yes | Burns multiple 1st degree ,skin abrasion/laceration | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 257 | 98-74-804 | Under Review | Not fatal | 2/1/99 | 3/4/99 | NE | 1998 | Mercury | Sable | 01FDEW2 | 9 | No | 61 | Female | 67 | 168 | Yes | Strain of the cervical spine ,wrist abrasion | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 258 | IN0001 | Active | Fatal | 3/1/99 | 1/21/00 | WI | 2000 | Chevrolet | K-1500 | 01FDEW5 | 60 | No | 18 | Male | 75 | 200 | Yes | TBD | TBD | N/A | N/A | N/A | N/A | No | N/A | N/A |
| 259 | DS9728 | Under Review | Not fatal | 3/1/99 | 1/14/98 | CA | 1998 | Toyota | RAV4 | 12FYEW2 | 13 | Yes | | Female | 65 | 135 | Yes | Sprained right ankle | Floor/foot controls | 19 | Male | 74 | 193 | Yes | Skin abrasion right arm | Passenger air bag |
| 260 | DS98001 | Available | Not fatal | 3/1/99 | 6/1/98 | WA | 1998 | Chevrolet | Lumina | 11FLEW1 | 6 | No | 48 | Female | 62 | 139 | Yes | None | N/A | 19 | Female | 64 | 123 | Yes | none | N/A |
| 261 | IN9832 | Active | Not fatal | 3/1/99 | 12/22/98 | IL | 1998 | Dodge | Caravan | 12FDEW2 | 23 | No | 39 | Female | 67 | TBD | No | Fractured multiple left side ribs one puncturing the heart | TBD | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 262 | IN9989 | Active | Not fatal | 3/1/99 | 10/1/99 | TX | 1998 | Ford | Mustang | 12FDEW1 | 12 | Yes | 37 | Female | 64 | Unk | Yes | None | N/A | 8 | Male | 48 | 43 | Yes | Skin abrasion to right cheek and chin | TBD |
| 263 | IN99084 | Available | Fatal | 4/1/99 | 1/31/00 | LA | 1998 | Pontiac | Bonneville | 12FREE8 | 41 | No | 66 | Female | Unk | Unk | Yes | Police reported moderate injuries | Unk | 86 | Female | Unk | Unk | Yes | Closed head injury,NFS | Passenger air bag |
| 264 | IN99043 | Available | Fatal | 4/1/99 | 1/20/00 | CT | 1998 | Subaru | Legacy | 12FDEW2 | 37 | No | 77 | Male | Unk | Unk | Yes | Fracture/dislocation of C2 vertebra with cord contusion | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 265 | CA9912 | Active | Fatal | 4/1/99 | 5/19/99 | PA | 1998 | Buick | Reagal | 12FYEN2 | 19 | No | 80 | Female | 67 | 175 | No | Lacerated left ventricular wall | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 266 | CA00004 | Active | Fatal | 5/1/99 | 2/4/00 | NC | 1998 | Ford | Contour | 12FZEW4 | TBD | No | 23 | Female | 65 | 130 | No | Possible fractured ribs NFS | Steering wheel rim/driver air bag | 5 | Female | 42 | 41 | Yes | Cerebral edema with mid line shift and severe brain swelling | Intruding right A-pillar |
| 267 | IN99105 | Available | Fatal | 5/1/99 | 2/11/00 | MO | 1998 | Ford | Escort | 02RYEW3 | 17 | No | 71 | Female | Unk | Unk | Yes | Unk | Unk | 73 | Female | Unk | Unk | Yes | Blunt head trauma | Right side glazing and/or frame |
| 268 | DS9928 | Under Review | Fatal | 5/1/99 | 12/21/99 | CA | 1998 | Dodge | Ram | 01FZEW1 | 8 | Unk | 17 | Male | 70 | 161 | Yes | None | N/A | 18 | Male | 73 | 165 | No | Craniocebral trauma with cervical fracture | Exterior of vehicle |
| 269 | 99-49-110 | Under Review | Not fatal | 6/1/99 | 7/1/99 | TX | 1999 | Ford | Contour | 01FDEW2 | 38 | Unk | 23 | Male | 67 | 190 | Yes | None | N/A | 24 | Male | Unk | Unk | No | None | N/A |
| 270 | 99-81-801 | Under Review | Not fatal | 6/1/99 | 7/2/99 | WA | 1999 | Pontiac | Grand Am | 12FDEW2 | 16 | No | 38 | Female | 65 | 125 | Yes | Skin abrasions to the nose and chin | Driver air bag | 9 | Male | 53 | 73 | Yes | Skin contusion to the abdomen | restraint webbing |
| 271 | 99-48-134 | Under Review | Not fatal | 7/1/99 | 8/1/99 | AL | 1998 | Chevrolet | Cavalierr | 12FDEW1 | 14 | Yes | 44 | Female | 64 | 220 | Yes | Cervical spine strain | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 272 | 99-48-135 | Under Review | Not fatal | 7/1/99 | 7/31/99 | AL | 1999 | Toyota | Camry | 11FDEW1 | 9 | Yes | 34 | Female | 63 | 146 | Yes | Skin contusions right shoulder, left forearm | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 273 | 99-73-027 | Under Review | Not fatal | 7/1/99 | 7/31/99 | IN | 1999 | Dodge | Dakota | 12FREE8 | Severe | Yes | 20 | Male | 69 | 175 | No | None | N/A | 18 | Male | 73 | 175 | No | Fractured left arm (humerus) | Passenger air bag |
| 274 | IN99060 | Available | Fatal | 7/1/99 | 3/29/00 | NJ | 1998 | Chrysler | Concorde | 12FLAE6 | 39 | Yes | 51 | Male | 71 | 338 | Yes | Subdural hemorrhage over the convexities,bilateral | Left windshield header and/or left A-pillar | 47 | Female | Unk | Unk | Yes | Unk police reported "incapacitating head injuries" | Unk |
| 275 | IN99104 | Available | Fatal | 7/8/99 | 3/28/00 | MO | 1998 | Chevrolet | Cavalierr | 12FDEW5 | 58 | No | 21 | Male | Unk | Unk | Yes | Police reported evident-not disabling injuries NFS | Unk | 21 | Female | 65 | 142 | Yes | Fractured vertebra,C1,2 and C3 | Unk |
| 276 | 99-74-802 | Under Review | Not fatal | 8/1/99 | 9/1/99 | NE | 1999 | Chevrolet | Cavalierr | 12FDEW2 | 14 | Yes | 20 | Female | 63 | 142 | No | Skin abrasions forearm and wrist-bilateral | Driver air bag | 20 | Female | 63 | 116 | No | Loss of consciousness, scalp contusion,AIS-1 | Windshield header |
| 277 | 99-48-802 | Under Review | Not fatal | 8/1/99 | 9/1/99 | AL | 1998 | Nissan | Frontier | 12FYEW3 | 23 | Yes | 25 | Male | 75 | 220 | Yes | Skin abrasion and cervical strain | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 278 | 99-74-077 | Under Review | Not fatal | 9/1/99 | 10/1/99 | NE | 1999 | Nissan | Senrra | 12FLEE4 | 17 | No | 62 | Female | 62 | 120 | Yes | Fractured nose and skin abrasions | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 279 | 99-09-032 | Under Review | Not fatal | 9/1/99 | 10/2/99 | MD | 1998 | Toyota | Corolla | 12FLEE9 | 13 | No | 19 | Male | 64 | 119 | Yes | Chest wall strain | Driver air bag | 18 | Female | Unk | Unk | Yes | abrasions and lacerations to left ear and scalp, also minor chest wall contusion | Passenger air bag |
| 280 | 99-49-136 | Under Review | Not fatal | 9/1/99 | 10/2/99 | TX | 1999 | Chrysler | Sebring | 12FDEW3 | 35 | Unk | 21 | Male | 74 | 165 | No | Fractured ribs (3) left side | Driver air bag cover flaps | 22 | Female | Unk | Unk | No | Fractured right femur | Glove compartment |
| 281 | 99-79-044 | Under Review | Not fatal | 10/12/99 | 11/1/99 | CA | 1998 | Honda | Accord | 12FDEW2 | TBD | Yes | 22 | Female | 64 | 150 | Yes | Skin abrasion left forearm | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 282 | 99-75-019* | Under Review | Not fatal | 1/21/00 | 2/18/00 | CO | 1998 | Ford | Contour | 01FREE4 | 9 | No | 32 | Male | 75 | 300 | No | Skin abrasions | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 283 | 99-75-019* | Under Review | Not fatal | | 12/29/98 | CO | 1998 | Honda | Civic | 11FDEW2 | 12 | Yes | 16 | Male | 69 | 123 | Yes | Fractured nose and skin contusions | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 284 | 99-13-079 | Available | Not fatal | 5/1/99 | 6/21/00 | MI | 1999 | Nissan | Maxima | 12FYEW2 | 19 | No | 63 | Male | 64 | 165 | Yes | Lacerated lip | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 285 | 98-79-046 | Available | Fatal | 3/1/98 | 6/7/00 | CA | 1998 | Chevrolet | Geo | 12FDEW4 | 42 | No | 23 | Male | 68 | 183 | No | Subdural Hemotoma | Windshield and left A-pillar | 27 | Female | 62 | 130 | Yes | Basil skull fractures | Ceiling instrument board |
| 286 | 98-72-013 | Under Review | Not fatal | 2/1/98 | 7/7/00 | IL | 1998 | Pontiac | Sunfire | 10FDEW2 | Insufficient data | No | 54 | Female | 66 | 165 | Yes | Unk | Unk | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 287 | IN00-016 | Active | Not fatal | 7/27/00 | 7/31/00 | MO | 1999 | Chrysler | Concord | 11FLEW1 | 9 | No | 56 | Male | 69 | 170 | Yes | Skin abrasion | TBD | 75 | Female | 64 | 130 | No | Fractured left tibia/fib | Passenger air bag cover flap |
| 288 | 98-43-184 | Under Review | Not fatal | 7/1/98 | 8/24/98 | NC | 1998 | Ford | Explorer | 12FLEW2 | 10 | Yes | 16 | Female | 70 | 145 | Yes | None | N/A | 18 | Female | 68 | 140 | Yes | Skin abrasions | Passenger air bag |

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| 289 | 98-09-108 | Under Review | Not fatal | 10/1/98 | 11/1/98 | MD | 1998 | Chevrolet | Blazer | 12FDEW3 | 30 | No | 25 | Male | 69 | 161 | Yes | Skin abrasion | Restraint webbing | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 290 | 98-08-806 | Under Review | Not fatal | 11/1/98 | 12/1/98 | PA | 1999 | Ford | Taurus | 12FYEW1 | 12 | No | 40 | Male | Unk | Unk | No | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 291 | 98-45-160 | Under Review | Not fatal | 11/1/98 | 12/1/98 | TN | 1998 | Nissan | Sentra | 11FDEW2 | 11 | Yes | 51 | Male | 71 | 214 | Yes | Skin contusion | Restraint webbing | N/A | N/A | N/A | N/A | N/A | N/A | |
| 292 | 98-12-182 | Under Review | Not fatal | 9/1/98 | 10/1/98 | MI | 1998 | Ford | Escort | 01FREE2 | 13 | No | 16 | Female | 70 | 140 | Yes | Closed head injury, LOC-unk | Driver air bag | 17 | Male | 71 | 150 | Yes | Skin abrasion | Passenger air bag |
| 293 | IN99049 | Available | Fatal | 1/1/98 | 2/1/00 | GA | 1998 | Honda | Civic | 11FDAW6 | Moderate | No | 28 | Female | Unk | Unk | Yes | Closed head injury,NFS | Left A pillar/windshield header | N/A | N/A | N/A | N/A | N/A | N/A | |
| 295 | IN01-002 | Active | Not fatal | 10/1/01 | 2/1/01 | MN | | Ford | Mustang | 12FLEN2 | 16 | Yes | 22 | Male | 68 | 155 | No | Nasal fracture | Lap top computer | N/A | N/A | N/A | N/A | N/A | N/A | |
| 296 | IN01-004 | Active | Not fatal | 2/1/01 | 3/1/01 | AZ | 2000 | Chevrolet | Corvette | 12FREW6 | 17 | TBD | 60 | Male | 72 | 200 | No | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | |
| 297 | IN01-005 | Active | Fatal | 9/6/00 | 3/1/01 | AZ | 1999 | Chevrolet | Blazer | 12FREN6 | 28 | Yes | 27 | Male | 65 | 250 | No | TBD | TBD | 27 | Male | 67 | 230 | No | TBD | TBD |
| 298 | DS99029 | Under Review | Fatal | 6/1/98 | 1/1/00 | CA | 1998 | Buick | Century | 12FYEW5 | 36 | Yes | 34 | Male | 72 | 185 | No | Aortic tear | Steering wheel rim | 36 | Male | Unk | Unk | Yes | Skin contusion | Restraint webbing |
| 299 | DS99033 | Under Review | Fatal | 12/1/98 | 12/1/99 | CA | 1999 | Dodge | Neon | 12FREE6 | 36 | Unk | 16 | Male | 68 | 125 | No | Skin abrasion | Windshield | 16 | Female | 58 | 100 | No | Ruptured aorta | Instrument panel |
| 300 | DS99023 | Under Review | Fatal | 7/1/98 | 7/1/99 | CA | 1998 | GMC | Suburban | 12FDEW1 | 14 | Yes | 17 | Male | 70 | 150 | No | Fractured Skull | Roof side rail/Ground | 14 | Female | Unk | Unk | No | Skin contusion | Interior surface |
| 301 | 00-49-254 | Under Review | Fatal | 12/1/00 | 1/1/01 | TX | 2000 | Dodge | RAM 3500 | 12FDAA7 | 26 | No | 41 | Male | 76 | 234 | Yes | Fatal cerebral contusions | Windshield header/ext surface | N/A | N/A | N/A | N/A | N/A | N/A | |
| 302 | 00-48-088 | Under Review | Not fatal | 5/1/00 | 5/1/00 | AL | 2000 | Oldsmobile | Alero | 11FDEW2 | 22 | Yes | 32 | Male | 66 | 181 | Yes | Skin abrasion | Driver air bag | 40 | Male | 72 | 170 | Yes | Skin abrasion | Passenger air bag |
| 303 | DS99025 | Under Review | Fatal | 6/1/98 | 6/30/98 | CA | 1998 | Mercury | Mystique | 00TPDN4 | Severe | No | 46 | Female | Unk | Unk | Yes | Basilar skull fracture | Utility pole | 26 | Male | Unk | Unk | Unk | Unk police reported "incapacitating injuries" | Unk |
| 304 | IN99-093 | AVAILABLE | Fatal | 10/1/98 | 6/1/99 | TX | 1998 | Chevrolet | Corvette | Unk | Unk | No | 20 | Male | Unk | Unk | Yes | Basilar skull fracture | Windshield, Header, A-pillar | 19 | Male | Unk | Unk | Yes | Police reported non-incapacitating injuries | Unk |
| 305 | IN99-096 | Under Review | Fatal | 6/1/98 | 6/1/99 | TX | 1998 | Dodge | Ram 1500 | 01RDEW3 | 10 | Unk | 39 | Male | Unk | Unk | Yes | Police reported "possible" injuries | Unk | 45 | Male | 70 | 281 | Yes | Fractured left humerus | Instrument panel |
| 306 | IN97-036 | Under Review | Not fatal | 10/1/97 | 10/24/97 | TX | 1998 | Lincoln | Navigator | 12FLEE5 | Unk | No | 40 | Male | Unk | Unk | No | Facial contusion | Driver air bag | N/A | N/A | N/A | N/A | N/A | N/A | |
| 307 | DS99045 | Under Review | Fatal | 9/1/98 | 9/30/98 | OR | 1998 | Dodge | Caravan | 12FLEA9 | 52 | No | 32 | Male | 72 | 250 | Yes | Fractured neck | Windshield header | 34 | Female | Unk | Unk | Yes | Skin lacerations | Unk |
| 308 | IN01013 | Active | Not fatal | 4/18/01 | 4/24/01 | MO | 1998 | Chevrolet | Blazer | 12FDEW2 | 25 | No | 21 | Male | Unk | Unk | TBD | TBD | TBD | N/A | N/A | N/A | N/A | N/A | N/A | |
| 309 | CA00031 | UNDER REVIEW | NOT FATAL | 8/15/00 | 8/24/00 | NJ | 2001 | CHRYSLER | PT CRUISER | 11FDEW1 | 14 | No | 47 | FEMALE | 67 | 190 | Yes | Bilateral arm abrasions/contusions, Bilateral hand contusions | AIR BAG | N/A | N/A | N/A | N/A | N/A | N/A | |
| 310 | ds99042 | UNDER REVIEW | FATAL | 11/19/98 | 8/30/98 | NV | 1998 | ford | ranger | 01FZEW3 | 40 | NO | 19 | Female | unk | unk | YES | UNK | UNK | 2 mo | Female | unk | unk | YES | unknown minor injuries | UNK |
| 311 | IN99035 | Available | Fatal | 4/1/98 | Jun-99 | TX | 1998 | SATURN | Saturn | 02FREE3 | 25 | YES | 50 | MALE | 69.5 | 228 | NO | Fine Contusions MID BRAIN | CENTER INSTRUMENT PANEL | 46 | Female | 65 | 162 | Yes | Crushed Skull | Other Vehicles Exterior Component |

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| 171 | PN-172-00 | Available | Unk | UNK | UNK | Unk | 1999 | Ford | Expedition | 00TDD04 | Unk | Unk | 17 | Female | 66 | 165 | Yes | Scalp laceration | Roof mounted center console | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 172 | PN-173-00 | Available | Unk | UNK | UNK | Unk | 2000 | Ford | Expedition | 12FRLE3 | Unk | Unk | 50 | Female | 66 | 165 | Yes | Abrasions under the chin | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 173 | PN-174-00 | Available | Unk | UNK | UNK | Unk | 1999 | Ford | F-150 | 12FCAA8 | 20 | Unk | 33 | Male | 70 | 222 | No | Fractured frontal bones, cranial fossa | Windshield | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 174 | PN-175-00 | Available | Unk | UNK | UNK | Unk | 1998 | Dodge | Durango | 12FDEW1 | 15 | Unk | 36 | Female | 69 | 188 | No | Contusion, right knee | Knee bolster | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 175 | PN-176-00 | Available | Unk | UNK | UNK | Unk | 2000 | Ford | Explorer | 12FLEN2 | 13 | No | 16 | Male | Unk | Unk | Yes | LOC<1 hour | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 176 | PN-177-00 | Available | Unk | UNK | UNK | Unk | 1998 | Lincoln | Continental | 12FCEN3 | 28 | No | 66 | Female | 64 | 175 | Yes | Abrasions to lower lip | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 177 | PN-178-00 | Available | Unk | UNK | UNK | Unk | 2000 | Ford | Focus | 02RPAW3 | 20 | No | 23 | Male | 67 | 150 | Yes | Chest contusion | Air Bag | 24 | Male | 72 | 165 | Yes | Punctate hematoma of the pons | Front of Vehicle | |
| 178 | PN-179-00 | Available | Unk | UNK | UNK | Unk | 1998 | Chevrolet | Malibu | 11FWEU2 | 10 | Unk | 51 | Female | 65 | 340 | No | Chest contusion | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 179 | PN-180-00 | Available | Unk | UNK | UNK | Unk | 2000 | Ford | Focus | 12FDEW2 | 21 | Unk | 29 | Female | 64 | 130 | Yes | LOC<1 hour | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 180 | PN-181-00 | Available | Unk | UNK | UNK | Unk | 2000 | Dodge | Dakota | 12FDEW4 | 35 | Yes | 63 | Female | 66 | 200 | No | Incapacitating injuries | Unk | 74 | Male | 72 | 176 | No | Fractured of the superior lateral maxillary wall | Windshield | |
| 181 | PN-182-00 | Available | Unk | UNK | UNK | Unk | 2000 | Buick | Regal | 12FDEW5 | 60 | No | 40 | Male | 72 | 210 | No | Fractured the mandible and hard palate | Steering column | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 182 | PN-183-00 | Available | Unk | UNK | UNK | Unk | 1999 | Crown | Victoria | 11FDEW1 | 14 | Unk | 40 | Male | 74 | 190 | Yes | Lumbar spine strain | Impact force | 34 | Male | 72 | 245 | Yes | Laceration, chin | Air Bag | |
| 183 | PN-184-00 | Available | Unk | UNK | UNK | Unk | 1998 | Dodge | Caravan | 12FDEW1 | 8 | No | 28 | Female | 68 | 250 | Yes | None | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 184 | PN-185-00 | Available | Unk | UNK | UNK | Unk | 1999 | Ford | F150 | 12RBM51 | 60 | No | 22 | Male | 65 | 125 | No | Subdural Hemorrhage in the brainstem | Visor/Roof or Airbag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 185 | PN-186-00 | Available | Unk | UNK | UNK | Unk | 1998 | Plymouth | Breeze | 12FZAW4 | 45 | No | 57 | Female | 65 | 231 | Yes | Partial transection of midbrain | Windshield | 57 | Female | 65 | 231 | Yes | Mesenteric laceration, inferior to head of pancreas | Steering Wheel | |
| 186 | PN-187-00 | Available | Unk | UNK | UNK | Unk | 2000 | Chevrolet | Tracker | 12FDMW1 | 12 | No | 69 | Female | 63 | 121 | Yes | Abrasions to left eye with hyphema | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 187 | PN-188-00 | Available | Unk | UNK | UNK | Unk | 1999 | Chevrolet | Silverado | 02FDEW2 | 17 | No | 65 | Male | 64 | 250 | Yes | Fractured the left mandible tibial condyle | Knee bolster | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 188 | PN-189-00 | Available | Unk | UNK | UNK | Unk | 1999 | Mercury | Tracer | 12FZEW1 | 12 | No | 39 | Female | 68 | 200 | No | Abrasions, scalp | Windshield | 14 | Female | 67 | 200 | No | Abrasion, right cheek | Air Bag | |
| 189 | PN-190-00 | Available | Unk | UNK | UNK | Unk | 2000 | vw | Jetta | 01FVEW1 | 12 | Unk | 21 | Female | 67 | 110 | No | Abrasions, right anterior forearm | Air Bag | 22 | Female | 62 | 100 | No | Contusion to the neck | Air Bag | |
| 190 | PN-192-00 | Available | Unk | UNK | UNK | Unk | 1999 | Ford | Ranger | 11FWEU2 | unk | No | 19 | Male | 68 | 150 | No | Oblique fracture distal third right fibula | Knee bolster | 5 | Female | 3 | 55 | Yes | Contusion left hip | Buckle assembly | |
| 191 | PN-193-00 | Available | Unk | UNK | UNK | Unk | 1998 | Chevrolet | Cavalier | 11FDEW2 | 15 | Yes | 29 | Male | 74 | 250 | Yes | Abrasions, left side of forehead | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 192 | PN-D001-97 | Available | Unk | UNK | UNK | Unk | 1998 | Cadillac | El Dorado | 11LDAW4 | 44 | No | 37 | Female | 66 | 155 | No | Lacerations to the anterior right arteries | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 193 | PN-D002-98 | Available | Unk | UNK | UNK | Unk | 1998 | Chevrolet | Cavalier | 12FVEW4 | 55 | No | 38 | Female | 65 | 128 | No | Lacerations to the anterior right left ventricle | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 194 | PN-D003-98 | Available | Unk | UNK | UNK | Unk | 1998 | Dodge | Neon | UNK | 14 | No | 32 | Female | 65 | 181 | No | Lacerations to the anterior pons | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 195 | PN-D004-98 | Available | Unk | UNK | UNK | Unk | 1998 | Saturn | Sedan | 11FDEW2 | 21 | No | 24 | Male | Unk | Unk | Yes | Contusion, knee | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 196 | PN-D005-98 | Available | Unk | UNK | UNK | Unk | 1998 | Chrysler | Sebring | 12LVEW2 | 15 | No | 44 | Female | 63 | 142 | Yes | Lacerations to the anterior skin of forehead | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 197 | PN-D006-98 | Available | Unk | UNK | UNK | Unk | 1998 | Pontiac | Bonneville | 11FDEW2 | 40 | No | 36 | Female | 61 | 207 | Yes | Abrasions, to the anterior skin of face | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 198 | PN-D007-97 | Available | Unk | UNK | UNK | Unk | 1998 | Cadillac | El Dorado | 11LDAW4 | 44 | No | 30 | Male | 69 | 175 | No | Lacerations to the anterior right liver | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 199 | PN-D008-98 | Available | Unk | UNK | UNK | Unk | 1999 | Pontiac | Grand Am | UNK | 15 | Unk | 37 | Male | Unk | Unk | Yes | Abrasions, to the anterior right skin of knee | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 200 | PN-D010-98 | Available | Unk | UNK | UNK | Unk | 1998 | Honda | Accord | 11FDEW2 | 18 | No | 18 | Female | 64 | 130 | No | Lacerations to the anterior right liver | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 201 | PN-D011-98 | Available | Unk | UNK | UNK | Unk | 1998 | Chevrolet | Cavalier | 12FDEW3 | 25 | No | 18 | Female | 60 | 150 | Yes | Fractured the anterior right head of radius | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 202 | PN-D012-98 | Available | Unk | UNK | UNK | Unk | 1998 | Nissan | Altima | 06BDEW7 | 10 | No | 27 | Male | 73 | 250 | No | Abrasions, to the anterior left skin of knee | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 203 | PN-D013-98 | Available | Unk | UNK | UNK | Unk | 1998 | Nissan | Altima | 06BDEW7 | 5 | Yes | 26 | Female | 60 | 175 | No | Contusion, neck | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 204 | PN-D014-99 | Available | Unk | UNK | UNK | Unk | 1998 | Toyota | Corolla | 12FLAW6 | 24 | No | 30 | Female | 64 | 180 | No | Fractured the anterior left shaft of femur | Axial Loading | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 205 | PN-D015-99 | Available | Unk | UNK | UNK | Unk | 1999 | Mitsubishi | Mirage | 12FVEW6 | 45 | No | 34 | Male | 73 | 185 | Yes | Fractured the anterior left shaft of femur | Axial Loading | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 206 | PN-D016-99 | Available | Unk | UNK | UNK | Unk | 1999 | Nissan | GXE | 05BDAW9 | 20 | Unk | 22 | Female | 68 | 160 | Yes | Lacerations to the anterior right liver | Compression | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 207 | PN-D017-99 | Available | Unk | UNK | UNK | Unk | 1998 | Ford | Taurus | 12FZEW3 | 46 | No | 38 | Male | 68 | 160 | No | Hemorrhage to the anterior midbrain | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 208 | PN-D018-99 | Available | Unk | UNK | UNK | Unk | 1999 | Pontiac | Grand Am | 12FZEW3 | 30 | No | 44 | Male | 68 | 154 | No | Lacerations to the anterior left ventricle | Compression | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 209 | PN-D020-99 | Available | Unk | UNK | UNK | Unk | 1999 | Chrysler | Intrepid | 02RVEW3 | 29 | No | 30 | Female | 65 | 130 | No | Fractured the anterior right shaft of femur | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 210 | PN-D021-99 | Available | Unk | UNK | UNK | Unk | 1998 | Ford | Station Wagon | 10LVEW4 | 20 | No | 70 | Female | 62 | 112 | Yes | Contusion to the anterior left both lungs | Direct Contact | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 211 | PN-194-00 | Available | Unk | UNK | UNK | Unk | 1998 | Toyota | Camry | 11FDEW1 | 15 | Yes | 37 | Female | 65 | 150 | Yes | Skin abrasions right cheek | Air Bag | 51 | Female | 66 | 190 | Yes | Contusion across right shoulder | Shoulder belt webbing | |
| 212 | PN-195-00 | Available | Unk | UNK | UNK | Unk | 1998 | Ford | Taurus | 12FLEE3 | 23 | No | 16 | Male | 69 | 165 | Yes | Skin abrasion to nose | Air Bag | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 213 | PN-196-00 | Available | Unk | UNK | UNK | Unk | 1998 | Buick | Century | 12FDEW2 | 12 | No | 70 | Female | 63 | 117 | Yes | LOC<1 hour | Survivor | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 214 | PN-197-00 | Available | Unk | UNK | UNK | Unk | 1999 | Ford | Escort | 02RZAW3 | 15 | No | 18 | Male | 67 | 140 | No | Lacerations posterior aspect of scalp | Broken glass | 16 | Male | 68 | 130 | No | LOC <1hour | Ground | |
| 215 | PN-198-00 | Available | Unk | UNK | UNK | Unk | 1999 | Dodge | Ram 2500 | 12FDEW1 | 12 | No | 40 | Male | 74 | 225 | Yes | Cervical strain | Impact force | 14 | Male | Unk | Unk | Yes | Contusion right forearm | Air Bag | |
| 216 | PN-199-00 | Available | Unk | UNK | UNK | Unk | 1998 | Saturn | SL1 | 12FLEE4 | 10 | No | 42 | Male | 72 | 165 | No | Lacerations posterior aspect of scalp | Windshield | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| 217 | PN-200-00 | Available | Unk | UNK | UNK | Unk | 1998 | Plymouth | Neon | 12FVEW3 | 18 | No | 31 | Female | 61 | 180 | No | Lacerations left eyebrow | Eyeglasses | 31 | Female | 61 | 180 | No | Skin abrasion right shin | Knee bolster | |

