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REMOTE NOT IN TRAFFIC SURVEILLANCE HYPERTHERMIA INVESTIGATION

CASE NUMBER - IN09030
LOCATION - FLORIDA
VEHICLE - 2007 FORD EDGE SEL
INCIDENT DATE - July 2009

Submitted:

May 14, 2010

Contract Number: DTNH22-07-C-00044

Prepared for:

U.S. Department of Transportation
National Highway Traffic Safety Administration
National Center for Statistics and Analysis
Washington, D.C. 20590-0003

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The incident investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points be coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-incident, incident, and post-incident movements of involved vehicles and occupants.

Because each incident is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

Technical Report Documentation Page

1. *Report No.* IN09030	2. *Government Accession No.*	3. *Recipient's Catalog No.*	
4. *Title and Subtitle* Remote Not In Traffic Surveillance Hyperthermia Investigation Vehicle - 2007 Ford Edge SEL Location - Florida		5. *Report Date:* May 14, 2010 6. *Performing Organization Code*	
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15. *Supplementary Notes* Remote Not in Transport Hyperthermia Investigation involving a 2007 Ford Edge SEL and a 5-month-old male child who had been left unattended in the vehicle.			
16. *Abstract* This report covers a remote investigation of a Not In Traffic Surveillance Hyperthermia incident that involved a 2007 Ford Edge SEL. The focus of this case was the circumstances surrounding the death of a 5-month-old, male child who had been left unattended in the vehicle. The incident occurred in Florida, in July 2009, in the parking lot of a three story office building, and happened between the hours of 0830 and 1700. The driver (mother) of the vehicle normally drops off her infant at daycare. The mother forgot to drop off her infant and preceded to work with the child still seated in a rear-facing child safety seat (CSS). The mother stated that after working all day without taking a lunch break, she went to her vehicle and found her child unconscious, unresponsive, and very hot. The child was still seated and secured in the CSS. The first responders determined that the infant was deceased.			
17. *Key Words* Not in Traffic Surveillance Hyperthermia Motor Vehicle Non-Traffic Incident; Injury Severity		18. *Distribution Statement* General Public	
19 *Security Classif. (of this report)* Unclassified	20. *Security Classif. (of this page)* Unclassified	21. *No. of Pages* 6	22. *Price*

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BACKGROUND IN09030

This incident was brought to our attention by the National Highway Traffic Safety Administration (NHTSA) on July 30, 2009 through an internet news article. This investigation was assigned on September 10, 2009. This incident involved a 2007 Ford Edge SEL and a 5-month-old male child who had been left unattended in the vehicle. The incident occurred in July 2009, between the hours of 0830 and 1700, in Florida and was investigated by the city police department. The focus of this investigation was the circumstances surrounding the death of a child who had been left unattended in the vehicle. The police completed three reports. The first was entitled an Offense Incident Report, the second was entitled an Identification Section Supplement, and the third was a Detective Supplement Report. These reports were not submitted to the state. A remote investigation was conducted based on all available information. This report is based on the above mentioned police reports, scene and vehicle photographs obtained from the investigating police agency, and the evaluation of the available evidence.

INCIDENT CIRCUMSTANCES

Incident Environment: The incident occurred on the east side of a parking lot, north of a three story office building. The building and parking areas occupied an entire city block with the building located in the southern part, and there was a large parking lot north of the building (**Figure 1**). There were parking stalls on both the south and east sides of the building. The Ford was parked in the east aisle of the southern section of the northern parking lot. The vehicle was parked heading in an east-northeast orientation the eastern side of the isle and was situated midway between the north and south boundaries of this section (**Figures 2** through **4**). During the day of the incident, the light condition was daylight, the atmospheric condition was clear, and the parking lot pavement was dry. The site of the incident was urban commercial. The **INCIDENT DIAGRAM** is on page 5.

Figure 1: Overhead view of bank building and surrounding parking lot where child occupant was found deceased inside Ford

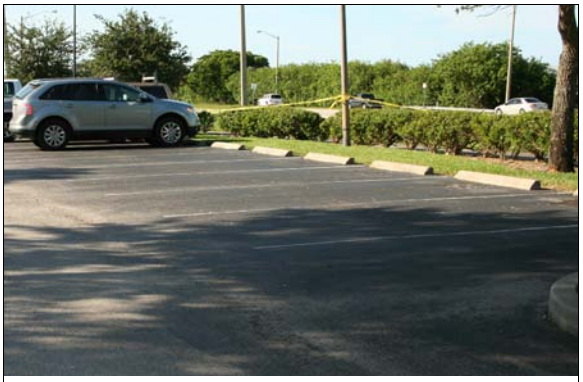


Figure 2: Ford Edge was parked on the east side of the southern portion of the northern parking lot

Figure 3: Northeastward view of Ford parked on eastern side of northern parking lot

Pre-Incident: According to the detective supplemental report, the driver (mother) normally follows a similar routine. She drops off her 5-year-old child at pre-school and then drops off her 5-month-old at daycare. The driver stated, "We stayed home yesterday. I think that got me off of my schedule." The mother forgot to drop off her infant and preceded to work with the child still seated in a rear-facing child safety seat (CSS). The police investigation revealed that there was a square mirror in a padded frame attached to the adjustable head rest above the second row left seating position (**Figure 5**). The mirror was intended to enable the driver to view the seating position from the vehicle's interior rearview mirror. The driver indicated that normally after dropping off the infant, she gets into her car and checks the visor and then drives to work. She stated, "I do that every day. Every day I do that. I'm compulsive about it. I'm so paranoid about it." The driver exited the vehicle after parking at her place of work without noticing that the child was still inside the vehicle. The driver arrived at work around 0830 hours. During questioning the driver stated, "I don't know what happened. I got off my schedule." When asked by the police, "How do you think you could forget him in there?," the driver made statements to the affect that inattention and the change in her routine played a roll.

Incident: At approximately 1700 hours, after working all day without taking a lunch break, the driver indicated that she entered her vehicle, looked in the rearview mirror, and "saw him". Her child was unconscious, unresponsive, and very hot. The child was still seated and secured in the child safety seat (**Figure 6**). A co-worker who had worked most of the day with the driver, was also going to his vehicle and witnessed the discovery. A passerby notified police.

Post-Incident: The investigating police agency was notified of the incident within 1 minute post-incident and responded to the scene. The police

Figure 4: East-northeast view of back surface of Ford

Figure 5: Second row of Ford showing booster CSS (foreground) normally used by driver's 5-year-old and rear-facing CSS (background) in which deceased occupant was secured; Note: mirror attached to second row left head rest positioned designed to enable driver to observe infant child through windshield mounted rearview mirror

Figure 6: Rear-facing CSS secured in second row left position of Ford; deceased child is position in CSS but has been sanitized in this police photo

approached the vehicle and observed an infant still belted into its child seat. The child was blue in color and had dried vomit around his mouth. According to the Offense Incident Report, a police officer began to remove the infant and determined the child had the onset of lividity and rigor mortis. A police sergeant pronounced that the child was deceased and called for a Detective. Four days post-incident, the police parked the Ford at the police station in an attempt to replicate the scene events. A standard thermometer was placed on the edge of the rear-facing child seat and the temperature was measured at 0830 hours and at every hour thereafter up until 1530 hours. The observed temperatures are shown in the table below.

Time	°C	°F	Time	°C	°F	Time	°C	°F
0830	26.7	80	1130	44.4	112	1430	48.9	120*
0930	30.0	86	1230	48.9	120*	1530	48.9	120*
1030	38.9	102	1330	48.9	120*			

* 120 degrees Feherheit was the maximum temperature the thermometer could record.

National weather service data was obtained by the police for both the day of the incident and the day of the police thermometer test. According to the police detective supplementary report, on the day of the incident the temperature ranged from 27.8 °C to 32.2 °C (82 to 90 °F) during the hours 0900 to 1700, with the high temperature occurring at 1400 hours. The heat index was highest (100) at 1400 hours as well. On the day of the police thermometer test, the temperatures ranged from 26.1 °C to 31.7 °C (79 to 89 °F) during the same time period with the high temperature occurring 1500 hours. The heat index topped out at 97 at 1500 and 1600 hours.

Weather data for the date and pertinent times were obtained by this contractor from a nearby meteorological location and are presented in the table below.

Time	Temperature		Dew Point		Relative Humidity	Pressure mmHg	Heat Index	
	°C	°F	°C	°F			°C	°F
0753	27.8	82	23.9	75	79	29.98	31	89
0853	29.4	85	23.9	75	72	29.99	34	93
0953	28.9	84	21.7	71	65	29.99	32	89
1053	31.7	89	21.7	71	55	30.00	35	95
1153	31.7	89	23.9	75	63	30.00	37	99
1253	32.2	90	23.9	75	61	29.99	38	100
1353	31.7	89	23.3	74	61	29.97	37	98

Time	Temperature		Dew Point		Relative Humidity	Pressure mmHg	Heat Index	
	°C	°F	°C	°F			°C	°F
1453	31.7	89	22.8	73	59	29.96	36	97
1553	31.1	88	21.1	70	55	29.95	34	93
1653	30.6	87	20.6	69	55	29.96	33	91
1753	29.4	85	21.1	70	61	29.94	32	90

CASE VEHICLE

The 2007 Ford Edge SEL was a front wheel drive, 5-passenger, 4-door sport utility vehicle (VIN: 2FMDK38C67B------) equipped with a 3.5-liter, V-6 engine and a 6-speed automatic transmission. The Ford was equipped with 4-wheel, anti-lock brakes with electronic brake force distribution, traction control, and electronic stability control, and the frontal air bags of this vehicle are certified by the manufacturer to be compliant to the Advanced Air Bag portion of Federal Motor Vehicle Safety Standard (FMVSS) No. 208. The Ford was equipped with height adjustable seat belts, height adjustable head restraints for all positions, Lower Anchors and Tethers for Children (LATCH) system features, and a tire pressure monitoring system. In addition, the vehicle was equipped with tinted windows which, according to one responding police officer, largely obscured the view of the second row seating areas (**Figure 7**). The Ford was towed and impounded. The police reports made no indication that the vehicle was configured with any system to detect/alert for the presence of a child left in the vehicle.

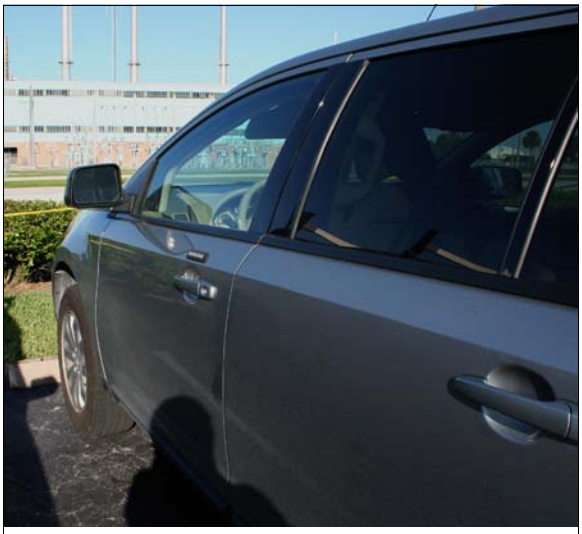


Figure 7: Left side of Ford showing tint to glazing of second row left window where deceased child occupant was seated

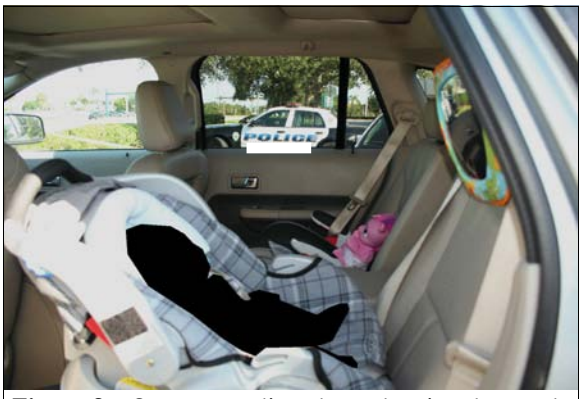
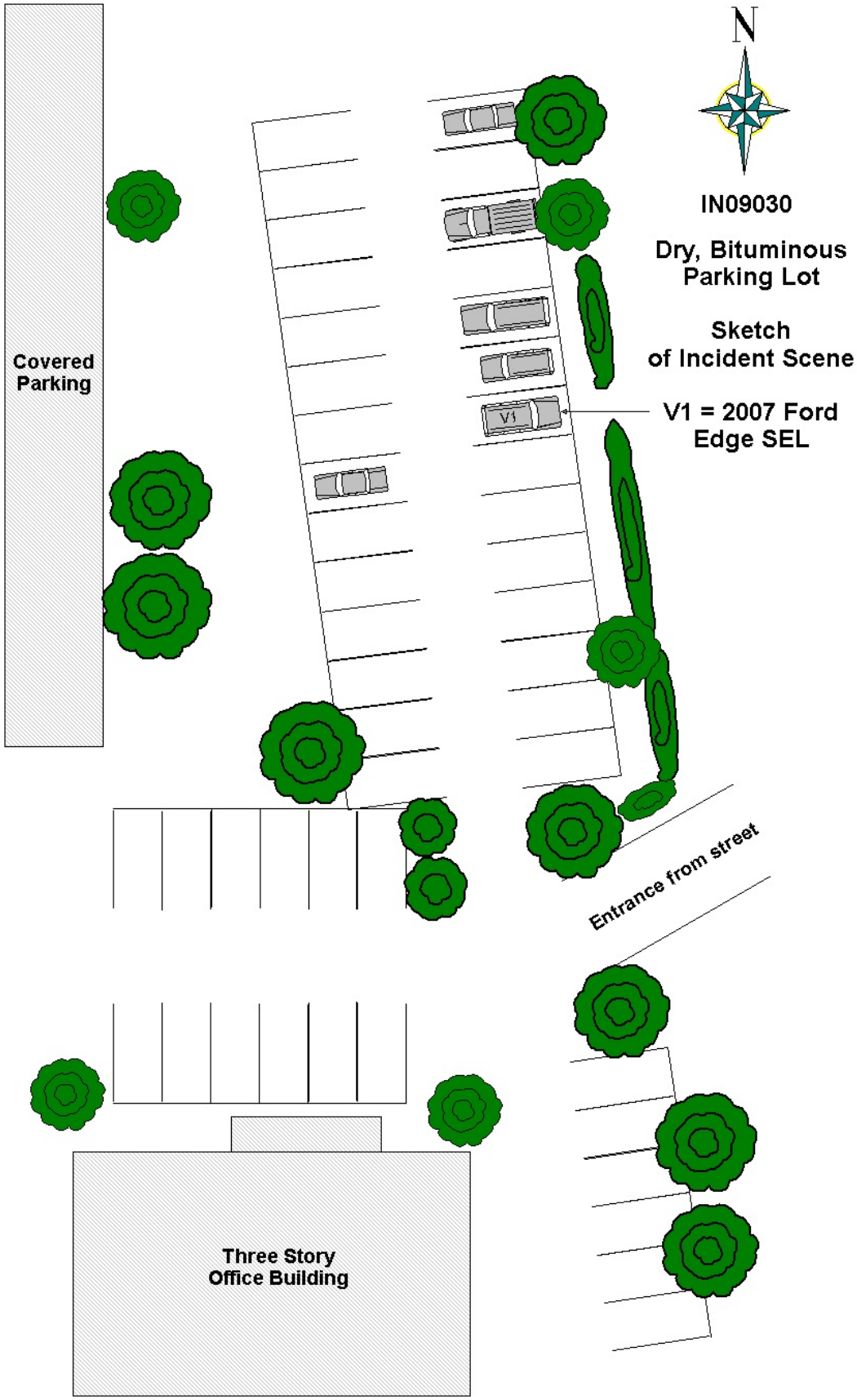


Figure 8: On-scene police photo showing deceased child (sanitized) inside rear-facing CSS located in second row left position of Ford

CASE VEHICLE SECOND ROW LEFT PASSENGER KINEMATICS

The second row left passenger of the Ford (5-month-old, male) was restrained in a rear facing-child safety seat which was secured by the vehicle's lap-and-shoulder, safety belt system (**Figure 8**).

The infant passenger was pronounced dead at the scene 4 minutes after the incident was reported. The preliminary results of the autopsy that was conducted the following morning, indicated that the child died of heat exposure.


N
IN09030
Dry, Bituminous
Parking Lot
Sketch
of Incident Scene
V1 = 2007 Ford
Edge SEL
V1
Covered
Parking
Entrance from street
Three Story
Office Building

Not Applicable ☐

Reset Values | Print Forms

U.S. Department of Transportation
National Highway Traffic Safety Administration

SCENE FORM

Special Crash Investigations
Not In Traffic Surveillance

1. Case Number

I N 0 9 0 3 0

IDENTIFICATION

2. Date of Crash 0 7 / x x / 0 9

3. Time of Crash 9 9 9 9

Code reported military time of crash.

NOTE: Midnight = 2400
Unknown = 9999

AMBIENT CONDITIONS

4. Light Conditions

- ◉ Daylight
- ☐ Dark
- ☐ Dark but lighted
- ☐ Dawn
- ☐ Dusk
- ☐ Unknown

5. Atmospheric Conditions
(*Select all that apply)*

- ◉ Clear-No adverse conditions
- ☐ Cloudy
- ☐ Rain
- ☐ Snow
- ☐ Fog, Smog, Smoke
- ☐ Sleet, Hail (freezing rain or drizzle)
- ☐ Blowing Snow
- ☐ Severe Crosswinds
- ☐ Blowing Sand, Soil, Dirt
- ☐ Other (specify):_____
- ☐ Unknown

6. Temperature

- ☐ Below 0 degrees Celsius (Below 32 F)
- ☐ 1-10 degrees Celsius (33-50 F)
- ☐ >10-24 degrees Celsius (51-75 F)
- ◉ Over 24 degrees Celsius (Over 75 F)
- ☐ Unknown

SCENE INFORMATION

7. Type of area in which crash occurred
(*Select all that apply)*

- ☐ Single family residential
- ☐ Row houses/townhouses
- ☐ Multi family housing
- ◉ Commercial
- ☐ Industrial
- ☐ Rural
- ☐ Unknown

8. Driver exterior sightline obstructions
(*Select all that apply)*

- ☐ None
- ☐ Other vehicles
- ☐ Building
- ☐ Trees
- ☐ Shrubbery
- ☐ Other (specify)_____
- ☐ Utility poles
- ☐ Signs
- ☐ Glare
- ☐ Unknown
- ◉ No driver present

9. Crash location

- ☐ Driveway
- ◉ Parking Lot
- ☐ Sidewalk
- ☐ Alley
- ☐ Intersection of driveway and sidewalk
- ☐ Road / street
- ☐ Roadside / shoulder
- ☐ Other (specify)_____
- ☐ Unknown

10. Non motorist sightline obstructions
(*Select all that apply)*

- ☐ None
- ☐ Other vehicles
- ☐ Building
- ☐ Trees
- ☐ Shrubbery
- ☐ Utility poles
- ☐ Signs
- ☐ Glare
- ◉ Other (specify) No driver present
- ☐ Unknown

11. Grade at parked position + / - 9 9 9 %

12. Estimated distance from parked position to impact

0 0 0 . 0 m

13. Estimated speed at impact 0 0 0 kmph

14. Grade at impact +/ - 9 9 9 %

15. Estimated distance from impact to vehicle final rest

0 0 0 . 0 m

Unknown = 999 Reference Items 11,12, 13, 14, 15

Not Applicable ☐

Reset Values

U.S. Department of Transportation
National Highway Traffic Safety Administration

VEHICLE FORM

Special Crash Investigations
Not In Traffic Surveillance

1. Case Number I N 0 9 0 3 0

VEHICLE IDENTIFICATION

2. VIN 2 F M D K 3 8 C 6 7 B X X X X X X

3. Model Year 2 0 0 7

4. Vehicle Make (specify): Ford

5. Vehicle Model (specify): Edge SEL

GLAZING

Location	Presence (check)	Status (select)	Clarity (select)	Tint (check)	Glazing Obstructions (specify if present)
Windshield	☑	☑ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☐	
LF	☑	☐ Fixed / ☑ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☐	
RF	☑	☐ Fixed / ☑ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☐	
2nd Left	☑	☐ Fixed / ☑ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☑	
2nd Right	☑	☐ Fixed / ☑ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☑	
3rd Left	☑	☑ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☑	
3rd Right	☑	☑ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☑	
Backlight	☑	☑ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☑	
Left Backlight	☐	☐ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☐ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☐	
Right Backlight	☐	☐ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☐ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☐	
Roof	☐	☐ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☐ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☐	
Other (specify)	☑	☑ Fixed / ☐ Closed / ☐ Open / ☐ Partially Open / ☐ Unknown	☑ Clear / ☐ Hazy / ☐ Very Dirty / ☐ Unknown	☑	

TIRE DATA

6. Vehicle Manufacturer Recommended Tire Size P235/65R17

7. LF Tire Size Unknown

8. LR Tire Size Unknown

9. RF Tire Size Unknown

10. RR Tire Size Unknown

Seats / Head Restraint Data

Seat Position	Seat Type (Select from below)	Head Restraint (Check if available)	Head Restraint Adjustment (select)	NOTES:
Front Left	1	☑	☑ Full Down / ☐ Mid / ☐ Full Up	
Front Middle	0	☐	☐ Full Down / ☐ Mid / ☐ Full Up	
Front Right	1	☑	☑ Full Down / ☐ Mid / ☐ Full Up	
2nd Left	4	☑	☑ Full Down / ☐ Mid / ☐ Full Up	
2nd Middle	4	☐	☐ Full Down / ☐ Mid / ☐ Full Up	
2nd Right	4	☑	☑ Full Down / ☐ Mid / ☐ Full Up	
3rd Left	0	☐	☐ Full Down / ☐ Mid / ☐ Full Up	No 3rd row
3rd Middle	0	☐	☐ Full Down / ☐ Mid / ☐ Full Up	
3rd Right	0	☐	☐ Full Down / ☐ Mid / ☐ Full Up	

Seat Type codes:

0 = No seat or seat folded down
1 = Bucket
2 = Bucket w/ folding back
3 = Bench
4 = Bench with folding back cushions
5 = Bench w/ folding back
6 = Split bench w/ separate back cushions
7 = Split bench w/ separate folding back
8 = Pedestal (i.e. column supported)
9 = Box mounted (i.e. van type)
10= Other seat type (specify)
99= Unknown seat type

VEHICLE MEASUREMENTS

Clearance Heights		Measurements (all from ground, and in centimeters	NOTES
Beltline		N/A	
Top of trunk/tailgate		N/A	
Bottom of bumper		N/A	
Trailer hitch (if applicable)		N/A	
Undercarriage			
	Sway bar	N/A	
	Axle	N/A	
	Differential	N/A	
	Other (specify): _____	N/A	
Sensor Height (if equipped)		N/A	
Camera Height (if equipped)		N/A	

Not Applicable ☑

Undo Not Applicable

Reset Values

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National Highway Traffic Safety Administration

Back Up / Parking Aid Form

Special Crash Investigations
Not In Traffic Surveillance

1. Case Number

I N 0 9 0 3 0

PARKING AID PRESENCE

2. Type of backing/parking aid present

- ☐ OEM camera
- ☐ OEM ultrasonic/radar sensor
- ☐ OEM combination camera-ultrasonic/radar sensor
- ☐ OEM Fresnel lens
- ☐ OEM interior mirrors
- ☐ Aftermarket camera
- ☐ Aftermarket ultrasonic/radar sensor
- ☐ Aftermarket combination camera-ultrasonic radar sensor
- ☐ Aftermarket Fresnel lens
- ☐ Aftermarket interior mirrors
- ☐ Other (specify): _____

CAMERA INFORMATION

Specify field of view measurements on diagram

3. System make/model

_____

4. Video monitor type

- ☐ None present
- ☐ LCD (color)
- ☐ CRT (black & white)
- ☐ Unknown

5. Video display size _____ cm
(Diagonal)

6. Camera location

- ☐ None present
- ☐ Bumper
- ☐ License plate
- ☐ Tailgate/Hatch/Trunk
- ☐ Other (specify): _____

7. Video image quality under scene lighting conditions

- ☐ None present
- ☐ Good
- ☐ Average
- ☐ Poor (specify): _____
- ☐ Unknown

8. Was the camera functioning properly

- ☐ None present
- ☐ Yes
- ☐ No, poor image quality due to glare
- ☐ No, poor image quality due to atmospheric conditions
- ☐ No, camera turned off
- ☐ No, camera inoperable
- ☐ Unknown

ULTRASONIC/RADAR SENSOR

Specify object detection range on diagram

9. System make/model

_____

10. Auditory warning illumination

- ☐ No sensor present
- ☐ Yes
- ☐ No
- ☐ Unknown

11. Number of sensors ____

12. Sensor locations
(Select all that apply)

- ☐ No sensor present
- ☐ Left bumper
- ☐ Center bumper
- ☐ Right bumper
- ☐ License plate area
- ☐ Tailgate/Hatch/Trunk

13. Was warning system functioning properly

- ☐ No sensor present
- ☐ Yes, system alerted driver
- ☐ No, system did not alert driver
- ☐ No, system turned off
- ☐ No, system inoperable
- ☐ Unknown

14. Did driver react to warning

- ☐ No sensor present
- ☐ Yes
- ☐ No
- ☐ Unknown
- ☐ Sensor present, did not sound

15. Did driver report common false warnings

- ☐ No sensor present
- ☐ Yes
- ☐ No
- ☐ Unknown

Not Applicable

No Driver Present ✔

Undo Not Applicable

Reset Values

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National Highway Traffic Safety Administration

DRIVER FORM

Special Crash Investigations
Not In Traffic Surveillance

1. Case Number

I N 0 9 0 3 0

DRIVER PROFILE

2. Driver's Age ____ ____
   99 = Unknown
3. Driver's Sex
   - ☐ Male
   - ☐ Female
   - ☐ Unknown
4. Driver's Height ____ ____ ____ cm
   999 = Unknown
5. Driver's Weight ____ ____ ____ kg
   999 = Unknown
6. Driver eyewear worn
   (Select all that apply)
   - ☐ None
   - ☐ Eyeglasses
   - ☐ Sunglasses
   - ☐ Contacts
   - ☐ Unknown
7. Driver vision deficiency condition
   (Select all that apply)
   - ☐ None
   - ☐ Near sighted
   - ☐ Far sighted
   - ☐ Astigmatism
   - ☐ Other (specify) _____
   - ☐ Unknown
8. Non motorist's relationship to driver
   - ☐ No relationship
   - ☐ Child
   - ☐ Grandchild
   - ☐ Sibling
   - ☐ Neighbor
   - ☐ Friend
   - ☐ Other (specify): _____
   - ☐ Unknown

DRIVER ACTIONS

9. Driver approach to vehicle for entry
   - ☐ From left front
   - ☐ From left
   - ☐ From left rear
   - ☐ From right rear
   - ☐ From right front
   - ☐ Circled vehicle
   - ☐ Return trip (backing into driveway/lot)
   - ☐ Other (specify): _____
   - ☐ N/A
   - ☐ Unknown
10. Driver entry interruption
    (Select all that apply)
    - ☐ Direct trip from building to vehicle
    - ☐ Loaded items into vehicle
    - ☐ Spoke with family
    - ☐ Spoke with neighbors
    - ☐ Spoke with contacted nonmotorist
    - ☐ Return trip (backing into driveway/lot)
    - ☐ Other (specify): _____
    - ☐ N/A
    - ☐ Unknown
11. Purpose of backing
    - ☐ Leaving parking space in parking lot
    - ☐ Backing onto roadway from driveway
    - ☐ Entering parking space in parking lot
    - ☐ Backing into driveway from roadway
    - ☐ Other (specify): _____
    - ☐ N/A
    - ☐ Unknown
12. Where was driver going
    Description:

    _____

    _____
13. Driver in a hurry
    - ☐ Yes
    - ☐ No
    - ☐ N/A
    - ☐ Unknown

Not Applicable

14. How did driver check behind (rear area of vehicle) after vehicle entry
    (Select all that apply)
    - ☐ Did not look
    - ☐ Checked mirrors
    - ☐ Turned right and looked back
    - ☐ Turned left and looked back
    - ☐ Viewed Camera
    - ☐ Listened for auditory/visual warning from system
    - ☐ Other (specify): _____
    - ☐ N/A
    - ☐ Unknown
15. Estimated time between vehicle entry and start of backing
    - ☐ 0-10 Seconds
    - ☐ 11-30 Seconds
    - ☐ 31-60 Seconds
    - ☐ Over 60 Seconds
    - ☐ N/A
    - ☐ Unknown

16. What direction was the driver looking during backing maneuver
(Select all that apply)

- ☐ Straight ahead
- ☐ Right
- ☐ Left
- ☐ Rearward
- ☐ At object inside the car
- ☐ At mirrors
- ☐ Other (specify): _____
- ☐ N/A
- ☐ Unknown

17. Was the driver distracted during back up maneuver
(Select all that apply)

- ☐ No non-driving activities

External

- ☐ Looking at other vehicles
- ☐ Looking at other non motorist
- ☐ Looking at intended turn destination
- ☐ External focus, not specified
- ☐ Other external focus (specify): _____

Internal

- ☐ Looking at other occupant
- ☐ Talking to passenger
- ☐ Dialing phone
- ☐ Talking on phone
- ☐ Listening to radio/cd/portable playback device
- ☐ Adjusting radio/cd player
- ☐ Adjusting climate controls
- ☐ Using a device/controls integral to vehicle (specify): _____
- ☐ Reading/adjusting navigation system
- ☐ Eating or drinking
- ☐ Smoking related
- ☐ Retrieving fallen object (specify): _____
- ☐ Internal focus, not specified
- ☐ Focused on other internal object (specify): _____
- ☐ N/A
- ☐ Unknown

18. Driver avoidance actions prior to impact
(Select all that apply)

- ☐ None
- ☐ Braking
- ☐ Steering left
- ☐ Steering right
- ☐ Accelerating
- ☐ Other (specify): _____
- ☐ N/A
- ☐ Unknown

19. Did driver see struck non motorist prior to impact
(Select all that apply)

- ☐ No, never saw non motorist
- ☐ Saw non motorist prior to entering vehicle
- ☐ Saw non motorist after entering vehicle
- ☐ Other (specify): _____
- ☐ N/A ☐ Unknown

20. Est time between start of backing and impact

- ☐ <2 or = 1 second
- ☐ 2-5 seconds
- ☐ 6-10 seconds
- ☐ > 10 seconds
- ☐ N/A ☐ Unknown

21. Driver interior sightline obstructions
(Select all that apply)

- ☐ Pillar
- ☐ Headrest
- ☐ Cargo
- ☐ Other occupant
- ☐ Other (specify) _____
- ☐ Unknown
- ☐ None

22. Recent experience driving this vehicle

- ☐ More than 10 times the last three months
- ☐ 6-10 times the last three months
- ☐ 2-5 times the last three months
- ☐ Less than 2 times the last three months
- ☐ First time driving this vehicle
- ☐ N/A
- ☐ Unknown

23. Frequency of driving in this parking lot/driveway

- ☐ Daily
- ☐ Weekly
- ☐ Several times a month
- ☐ Monthly
- ☐ Rarely
- ☐ First time in lot/driveway
- ☐ N/A ☐ Unknown

24. Driver Impairment
(Select all that apply)

- ☐ No drugs or alcohol present
- ☐ Alcohol present (specify BAC): _____
- ☐ Drugs present (specify):_____
- ☐ Unknown

25. Source of alcohol/drug results

- ☐ Police reported
- ☐ Medical record
- ☐ Other (specify)_____
- ☐ Not Tested
- ☐ Unknown if tested

Not Applicable ☐

U.S. Department of Transportation
National Highway Traffic Safety Administration

Non Motorist Form

Reset Values

Special Crash Investigations
Not In Traffic Surveillance

1. Case Number
I N 0 9 0 3 0

NON-MOTORIST PROFILE

2. Non-motorist's Age — 0 5 ◉ Months ☐ Years
99 = Unknown

3. Non-motorist's Sex
◉ Male
☐ Female
☐ Unknown

4. Non-motorist's Height — 9 9 9 cm
999 = Unknown

5. Non-motorist's Weight — 9 9 9 kg
999 = Unknown

6. Medical outcome
☐ Not injured
☐ ER only
☐ Hospitalized 1-4 days
☐ Hospitalized 5 days or more
☐ Treatment later
◉ Fatal
☐ Unknown

7. Source of most severe injury
☐ Bumper
☐ Tire
☐ Undercarriage
◉ Other Specify: Hyperthermia
☐ Ground
☐ N/A
☐ Unknown

8. Non-motorist impairment
(Select all that apply)
◉ No drugs or alcohol present
☐ Positive for alcohol (specify BAC): _____
☐ Positive for drugs (specify): _____
☐ Unknown

9. Source of alcohol/drug results
☐ Police reported
☐ Medical Report
☐ Other (specify) _____
☐ Not Tested
◉ Unknown if tested

NON-MOTORIST ACTIONS

10. Non-motorist attitude
☐ Standing
☐ Bending at waist
☐ Sitting
☐ Crouching
☐ Kneeling
☐ On skates/skateboard
☐ On bike/scooter
◉ Other (specify) In CSS
☐ Unknown

11. Non-motorist motion
☐ Not moving
☐ Walking slowly
☐ Walking rapidly
☐ Running or jogging
☐ Skipping/Hopping/Jumping
☐ Falling/Stumbling/Rising
☐ On skates/skateboard
☐ On bike/scooter
◉ Other (specify): N/A
☐ Unknown

12. Non-motorist approach relative to rear of vehicle
☐ Stationary
☐ From left
☐ From right
☐ From behind
◉ Other (specify): N/A
☐ Unknown

13. Non-motorist first avoidance action
☐ No avoidance actions
☐ Stopped
☐ Accelerated pace
☐ Ran away (along vehicle path)
☐ Jumped
☐ Turned away from vehicle
☐ Turned toward vehicle and braced
☐ Dove or fell away from vehicle
◉ Other (specify): N/A
☐ Unknown

14. Non-motorist primary focus of attention
☐ Striking vehicle
☐ Play object
☐ Person
☐ Surrounding traffic
☐ Animal
☐ Handheld electronic (phone, MP3 player, etc.)
☐ Other Object (specify) N/A
☐ Unknown

15. Were any other Non-motorists present?
(Select all that apply)
◉ Alone
☐ One adult present
☐ One other child present
☐ Multiple adults present
☐ Multiple children present
☐ Unknown

NON MOTORIST CLOTHING

NOTES:

- Specify Color, Fabric and Texture/Weight for outermost layer only
- Indicate "*NONE*" if applicable
- Available codes:

Colors		***Fabrics***	***Textures***	***Weights***
Black	Charcoal gray	Natural	Soft	Heavy
Lt gray/silver	Brown	Synthetic	Slick	Medium
Gold/tan	Purple	Blend	Coarse	Light
Dark blue	Light blue			
Dark green	Light green			
Maroon	Red			
Orange	Yellow			
White	Other (specify)			
Pink				

	Clothing	Color	Fabric	Texture	Weight
HEADWEAR	Hat				
	Helmet				
	Hood				
	Other (specify): _____				
	Unknown	Unknown	Unknown	Unknown	Unknown
UPPER BODY	Short Sleeve				
	Long Sleeve				
	Light Jacket				
	Heavy Jacket				
	Other (Specify): _____				
	Unknown	Unknown	Unknown	Unknown	Unknown
LOWER BODY	Shorts				
	Pants				
	Shoes				
	Other (specify): _____				
	Unknown	Unknown	Unknown	Unknown	Unknown