



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

Dear Crash Data Researchers/Users:

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

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

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

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

DISCLAIMERS

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

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

TECHNICAL SUMMARY

Contractor: Dynamic Science, Inc.
Contract Number: DTNH22-88-C-07015
Case Number: DSI-CIT-AB-0006-90

[REDACTED]
[REDACTED]

The data for this airbag deployment was collected through the dealer service director and the interview data was gotten from the right front seated passenger. Since the vehicle did not sustain collision damage, data collection forms were not filled out. The deployment occurred in northwestern [REDACTED] County during mid-[REDACTED], 1990.

The customer and his wife were test driving a new car which had been ordered for them with an anti-lock braking system and an air cushion restraint system. This vehicle was a 1990 Oldsmobile Delta 88. The customer returned to the front parking lot of the dealership, put the car into park, and the airbag deployed. The service director did not know whether or not the vehicle's ignition had been on or off. General Motors was notified, and when their engineers arrived, they removed all airbag related components and replaced them with a new system. The removed parts were reportedly taken back to GM for evaluation. The vehicle was to be placed in the local demonstration fleet. The Washington Area Field Engineer for General Motors is Mr. [REDACTED] who can be reached at [REDACTED], if any further information is needed.

The driver's spouse, who was seated in the right front seating position, was interviewed and stated they were test driving the vehicle they had ordered. Several times during the test drive, the driver commented that the airbag light was on. This was casually attributed to General Motor's pride in having airbags in the vehicle.

Her husband pulled up in front of the dealership, put the car into park, and the airbag deployed. The windows were closed, but no objectional smells were remembered. The interviewee and her spouse were aware of the smoke and noise, but other than being surprised, did not find them objectionable. Neither the driver nor occupant sustained injuries as a result of the deployment. Some concern was expressed as to its deployment while driving, and any adverse effect it might have. However, the family did order another anti-lock braking system and air cushion restraint system equipped vehicle.

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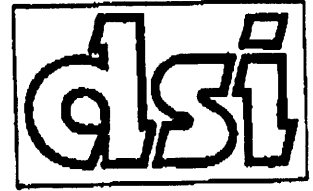
[REDACTED]
[REDACTED]

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DYNAMIC SCIENCE, INC.

Washington Operations

[REDACTED], MD [REDACTED]

Voice line: [REDACTED]; toll free from D.C.
[REDACTED]; toll free from Baltimore
[REDACTED]; toll free from Baltimore

Fax line: [REDACTED]

FAX LEAD SHEET

TO: [REDACTED]

DATE: [REDACTED]

TIME SENT: [REDACTED]

Number of pages: LEAD + [REDACTED]

FROM: [REDACTED]

FAX NUMBER: [REDACTED]

PHONE NUMBER: [REDACTED]

REMARKS:

1) Will bring you a clean copy this afternoon,
along with airbag components for 93AB04
2) [REDACTED] has spoken with police regarding
bus crash. The child had a ~~35lb~~ book bag
and should have crossed the street ahead
of the bus. The grandmother from India saw it
all, speaks no English and is too upset to
interview. The police will hold the bus for us
if you want an inspection. The don't believe there
is a drawing