



U.S. Department of Transportation

National Highway Traffic Safety Administration

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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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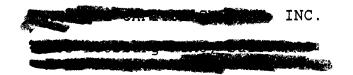




LEVEL 1 AIRBAG ACCIDENT INVESTIGATION REMOTE CASE NO. 92-05



TECHNICAL REPORT



LEVEL 1 AIRBAG ACCIDENT INVESTIGATION REMOTE CASE NO. 92-05



Contract No. DTHN 22-87-C-171169

Prepared for:

U.S. Department of Transportation National Highway Traffic Safety Administration Washington, D.C. 20590

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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 precrash, 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.

REMOTE AIRBAG INVESTIGATION

NCSI Case 92-05 Summary

This report is a vehicle accident study of a 1981 Ford Mustang and a 1989 Dodge Daytona in a head-on impact configuration. The Daytona was equipped with a driver's side supplemental airbag protection system. The airbag only partially deployed during the impact sequence, according to information provided by the driver and his attorney. Neither the driver nor his attorney would provide official documentation to support this claim at this time, due to pending litigation.

The accident occurred on the second 1989, at hours. The location of the accident was on State Route at two lane undivided roadway. At the time of the accident the weather was clear and the asphalt roadway was dry.

The Daytona (airbag vehicle) was traveling east at a police estimated speed of 40 miles per hour. The Mustang (Vehicle #2) was traveling west on the same roadway at an estimated speed of 50 miles per hour. Witnesses in a non-contact unit traveling west ahead of Vehicle 2, stated Vehicle 2 approached them rapidly from the rear. Vehicle 2 lost control and crossed the center line. Vehicle 2 impacted the airbag vehicle in a head-on impact configuration. There were no pre-impact skid marks from either vehicle.

Both vehicles were towed from the scene due to disabling damage. The police report shows both vehicles with a "Damage Scale" of 3 (heavy). The damage to the Daytona was extensive with the vehicle considered a total loss by the insurance company. The impact between the airbag vehicle and Vehicle 2 was of sufficient magnitude to deploy the driver side airbag module.

However, according to the driver and his attorney, the airbag module only partially deployed. After the accident only about 20 percent of the airbag was deployed through the cover on the steering hub. This partial deployment occurred at the lower right portion of the airbag cover. There was visible evidence of direct heat damage to the airbag. This was more evident to the right side of the bag.

The driver of the Daytona was restrained by his three-point lap and shoulder belt when the accident occurred. The driver reported only moderate injuries from the collision. He stated he sustained contusions to his head and an injury to his knee. He described the knee injury as "dashboard knee" and later had surgery to remove particles of cartilage. His primary health concern is an indirect injury from the airbag deployment. During the partial deployment of the airbag, he inhaled the hot gasses escaping the airbag. The gasses scalded his lungs which resulted in an "Obstructive Airway Syndrome" and "Chronic Bronchitis". He experienced hemoptysis following the accident and has not been able to return to work. He still uses a nebulizer four times a day to aid in his breathing.

NCSI LEVEL 1 AIRBAG REPORT

FLEET - Private Vehicle

LOCATION - Louisiana

CASE NO. - NCSI 92-05

ACCIDENT DATA

Location/Street: State Highway Road)

City/Township: Near Louisiana

Parish:

Area/Type: Urban/Business-Residential

Accident Date/Time: hrs

Investigating Police Agency:

Accident Type: Car/Car, Head-On

Airbag Vehicle

Occupant Injury Severity: Critical (AIS-5) Source/Interview

AMBIENCE

Light Conditions: Dark, No street lights

Weather: Clear

Precipitation: None

Road Surface: Dry

ROADWAY

Location: State Route

Number of Lanes: Two

Traffic Controls: Yellow, No passing lines

Surface: Asphalt

Vertical Alignment: Level

Horizontal Alignment: Straight

Traffic Density: Moderate

Speed Limit: 55 mph

1

VEHICLES

Airbag Vehicle

Vehicle #2

Year:

1989

1981

Make:

Dodge

Ford

Model:

Daytona

Mustang

Body Style:

Two door

Two door

V.I.N.:

1B3XG44K5

1FABP110A9

Fleet:

Private Owner

Tow Status:

Towed due to

Towed due to damage

damage

Reported Defects:

Airbag only partially deployed according to driver

Previous Defects:

None

VEHICLE DAMAGE

Deployment Impact

Object Struck:

Vehicle 2

Event Number

(Airbag Vehicle):

One

Accident Sequence

Event Number:

One

Damage Location:

Front

CDC:

12-FDEW-99

Damaged Components:

Frontal surface

Repair Estimate:

Total loss

Interior Damage:

Deployed airbag module

COLLISION SEQUENCE

The Daytona (airbag vehicle) was traveling east on a two lane undivided roadway at a police estimated speed of 40 miles per hour. The Mustang (Vehicle #2) was traveling west on the same roadway at a police estimated speed of 50 miles per hour. Witnesses in a non-contact unit traveling west ahead of Vehicle 2, stated Vehicle 2 approached them rapidly from the rear. Vehicle 2 lost control and crossed the center line. Vehicle 2 impacted the airbag vehicle in a head-on impact configuration.

According to the police investigation, Vehicle 2 was in a slight counter clockwise yaw as it crossed the center line. At the point of impact, the right front corner of Vehicle 2 made initial contact with the front of the airbag vehicle. Following impact, the airbag vehicle moved approximately 5 feet toward the right (eastbound) shoulder. Vehicle 2 rotated roughly 180 degrees counter clockwise and traveled 22 feet to its final rest position near the center of the highway.

Both vehicles were towed from the scene due to disabling damage. The police report shows both vehicles with a "Damage Scale" of 3 (heavy). The damage to the Daytona was extensive with the vehicle considered a total loss by the insurance company. The impact between the airbag vehicle and Vehicle 2 was of sufficient magnitude to deploy the driver side airbag module.

However, according to the driver and his attorney, the airbag module only partially deployed. After the accident only about 20 percent of the airbag was deployed through the cover on the steering hub. This partial deployment occurred at the lower right portion of the airbag cover. There was visible evidence of direct heat damage to the airbag. This was more evident to the right side of the bag.

The driver of the Daytona was restrained by his three-point lap and shoulder belt when the accident occurred. The driver reported only moderate injuries from the collision. He stated he sustained contusions to his head and an injury to his knee. described the knee injury as "dashboard knee" and surgery to remove particles of cartilage. His primary health concern is an indirect injury from the airbag deployment. During the partial deployment of the airbag, he inhaled the hot gasses escaping the airbag. The gasses scalded his lungs which resulted in an "Obstructive Airway Syndrome" and "Chronic Bronchitis". He coughed blood following the accident and required respiratory He uses a nebulizer four times a day to aid in his support. breathing and has not been able to return to work. It should be noted that at least one of his doctors stated in a deposition that his present condition (three years following the accident) is psychosomatic and the inhalation burns to his lungs should have healed long ago.

<u>ATTACHMENTS</u>

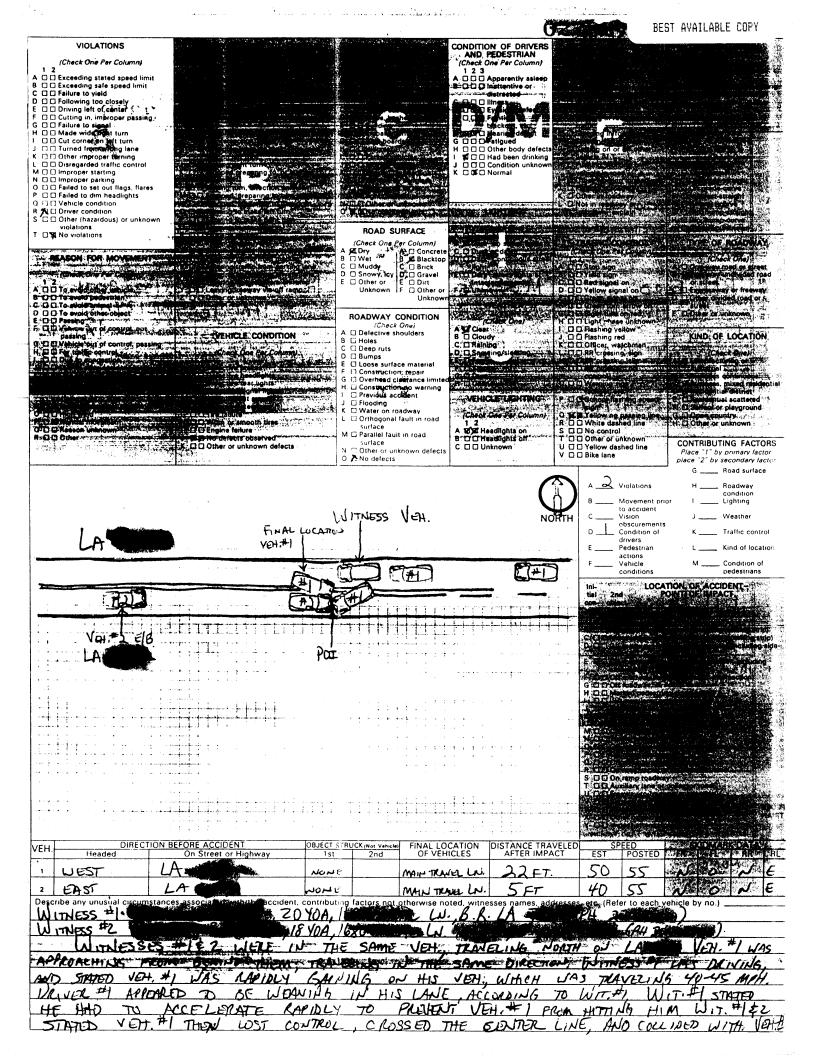
Police Accident Report

OTHER SOURCES OF INFORMATION

Driver Interviews

Attorney Interview

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CI	TATION NO. VEH. VEH. R. S. OR ORD NO.	UNIFORM MOTOR VEHICLE TRAFFIC ACCIDENT	Sheriff
2000 11 m 15 m		Photographs Made: ☐ Yes 图 No Hit and Run	
TIME	DATE OF ACCIDENT	89 WEEK HOUR	DO NOT WRITE IN THIS BLOCK
LOCATION	☐ Relative to its intersection with _	Un interchange, public lidentify Quadrant in the string St., Parish Rd., RR No., or Hwy. No. (U. S. or State) feet	NE SE NW SW Driver 2 Carrying Hazardous Cargo: VEH. YES NO CLASS RELEAS
	☑ Not at intersection te	nths of mile	2 0 8 0 0
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STATE OF LOUISIANA

SUPPLEMENTAL REPORTINGAR JATHEMAL HORE

Investigating Agency

DATE OF

∪PSSP 3140 (R 10/87)

State Police

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HOUR

STATE COMPUTER NUMBER



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