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

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Dear Crash Data Researchers/Users:

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

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

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

*** *** ***

TRANSPORTATION SCIENCES CENTER
ACCIDENT RESEARCH GROUP

Division of Arvin/Calspan
Buffalo, New York 14225

CALSPAN REMOTE NON-DEPLOYMENT AIR BAG INVESTIGATION

CALSPAN CASE NO. 92-14

VEHICLE - 1991 ALFA ROMEO 164

LOCATION [redacted] FL

ACCIDENT DATE - [redacted] 1991

Contract No. DTNH22-87-C-27169

Prepared for:

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

DISCLAIMERS

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

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the National Highway Traffic Safety Administration.

The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points 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 REPORT STANDARD TITLE PAGE

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
92-14		

4. Title and Subtitle	5. Report Date
Calspan Remote Non-Deployment Air Bag Investigation Vehicle - 1991 Alfa Romeo 164 Location - [redacted], FL	[redacted] 1992
	6. Performing Organization Code
7. Author(s)	8. Performing Organization Report No.
Accident Research Group	
9. Performing Organization Name and Address	10. Work Unit No.
Transportation Sciences Center Accident Research Group Division of Arvin/Calspan [redacted]	[redacted]
	11. Contract or Grant No.
	DTNH22-87-C-27169
	13. Type of Report and Period Covered
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Washington, D.C. 20590	Technical Report Crash Date [redacted]91
	14. Sponsoring Agency Code

15. Supplementary Notes Remote investigation of a non-deployment air bag crash that involved a 1991 Alfa Romeo 164, 4 dr. sedan. Based on photographs of the frontal damage, the Alfa Romeo did not sustain a sufficient velocity change that is required for deployment.

16. Abstract

This remote investigation focused on a 1991 Alfa Romeo that was equipped with a supplemental driver's air bag system. The Alfa Romeo was traveling in a southerly direction on a four lane roadway at a driver estimated speed of 48-56 KPH (30-35 mph). A 1986 Chevrolet Cavalier exited a parking lot driveway and initiated a left turn across the southbound travel lanes, directly in front of the Alfa Romeo. The driver of the Alfa Romeo did not have sufficient time to initiate avoidance action (i.e., braking).

The center frontal area of the Alfa Romeo impacted the left front corner area of vehicle #2 which resulted in 20-25 cm (8-10") of bumper crush to the Alfa Romeo. The impact rotated vehicle #2 in a clockwise direction which allowed the right front bumper area of the Alfa to engage against the left front wheel of vehicle #2. The vehicles subsequently separated and came to rest near the point of impact.

The driver's air bag system in the Alfa Romeo did not deploy during the crash sequence. Although the vehicle sustained a 12 o'clock impact force and moderate frontal damage, it did not sustain a sufficient longitudinal deceleration required for deployment. The ΔV was estimated at 16-19 KPH (10-12 mph), near the threshold required for deployment.

17. Key Words	18. Distribution Statement
Intersection type collision Center frontal impact Velocity change less than required threshold Non-deployment crash	General Public

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	18	

Form DOT F 1700.7 (8-69)

CALSPAN REMOTE NON-DEPLOYMENT AIR BAG INVESTIGATION

CALSPAN CASE NO. 92-14

VEHICLE - 1991 ALFA ROMEO 164
LOCATION - [redacted] FL

SUMMARY

This remote investigation focused on a 1991 Alfa Romeo that was equipped with a supplemental driver's air bag system. The Alfa Romeo was involved in a front to side impact configuration with a 1986 Chevrolet Cavalier at the junction of a four lane roadway and a shopping center driveway. The crash occurred on [redacted] 1991, during daylight hours. The air bag system did not deploy as a result of the crash which caused over $10,000 of frontal damage to the Alfa Romeo 164.

The Alfa Romeo was traveling in a southerly direction on the inboard travel lane of a four lane roadway at a driver estimated speed of 48-56 KPH (30-35 mph). The Chevrolet Cavalier initiated a left turn across the Alfa Romeo's path of travel and was traveling at an estimated speed of 16-24 KPH (10-15 mph). The center frontal area of the Alfa Romeo impacted the left front corner area of the Chevrolet. The impact rotated the Chevrolet which allowed the right frontal area of the Alfa to engage with the left front wheel and fender area of the Cavalier. Resultant directions of force were within the 12 o'clock sector for the air bag equipped vehicle and probably within the 10 o'clock sector for the Cavalier. Maximum crush was estimated at 20-25.4 cm (8-10") at the center of the front bumper of the Alfa Romeo. As a result of the crash, the Alfa Romeo underwent an estimated velocity change of 16-19 KPH (10-12 mph).

The impact rotated the Chevrolet Cavalier approximately 90^{o} in a clockwise direction and displaced it south of the point of impact (POI). The Alfa Romeo continued forward before coming to rest approximately 4.6 m (15') south of the POI. The Alfa Romeo was occupied by the 15 year old male driver and four passengers. The four occupants in the outboard seated positions were restrained by the manual 3-point lap and shoulder belt system. A center rear occupant was restrained by the 2-point manual lap belt. All occupants initiated a forward trajectory and loaded the active belt systems. The driver and left rear passenger were not injured. The right front adult female passenger sustained thoracic back strain (AIS-1) from the impact force and subsequent restraint loading. The center rear and right rear passengers sustained abdominal abrasions (AIS-1) from loading the lap belt of their respective restraint systems.

The Alfa Romeo was towed to a local body shop that repaired the vehicle. All major frontal components inclusive of the bumper, hood, both front fenders, and radiator support panel were replaced. The vehicle was subsequently towed to an [redacted]ealership where the air bag system was inspected and tested for defects or faults. No problems were found by an experienced service technician.

Based on photographs of the vehicle, interviews with the owner, and review of the repair order and the police accident report, [redacted] believes that the Alfa Romeo did not sustain a sufficient deceleration that is required for deployment. The estimated velocity change was near the threshold required for deployment.

CALSPAN REMOTE NON-DEPLOYMENT AIR BAG INVESTIGATION

CALSPAN CASE NO. 92-14

VEHICLE - 1991 ALFA ROMEO 164
LOCATION - [redacted], FL

ACCIDENT DATA

Location/Street:	Intersection of a county road and parking lot driveway
City/Township:	[redacted], FL
Area Type:	Urban/Commercial
Accident Date/Time:	[redacted] 1991, daylight hours
Investigating Police Agency:	[redacted] Police Department
Accident Type:	Car/car, front to side impact configuration
Air Bag Vehicle Occupant Injury Severity:	Minor (AIS-1)

AMBIENCE

Lighting Conditions:	Daylight
Weather:	Clear
Precipitation:	None
Road Surface:	Dry

HIGHWAY

	Air Bag Vehicle	Vehicle #2
Location:	County road	Parking lot driveway
Number of Lanes:	4	2
Surface:	Asphalt	Asphalt
Vertical Alignment:	Level	Level
Horizontal Alignment:	Straight	Straight
Traffic Density:	Moderate	Moderate
Speed Limit:	35	Unknown if posted
Traffic Controls:	None	None

VEHICLES

	Air Bag Vehicle	Vehicle #2
Year:	1991	1986
Make:	Alfa Romeo	Chevrolet
Model:	164	Cavalier
Body Style:	4 dr. sedan	4 dr. sedan
V.I.N.:	ZAREA33A3M6 (production number)	[redacted]
Odometer:	11,181.5 km (6,945 miles)	Unknown
Tow Status:	Towed due to damage	Towed due to damage
Previous Repairs:	None, routine maintenance	Unknown

VEHICLE DAMAGE

	Air Bag Vehicle	Vehicle #2
Object Struck:	Vehicle #2	
Event Number:	1	
Damage Location:	Center and right frontal area	Left front corner and fender area
CDC:	12-FZEW-2	10-LFEW-3
Estimated Maximum Crush:	20-25.4 cm (8-10")	Unknown, no photographs
Damaged Components:	Front bumper, grille, hood, radiator support panel, both front fenders (refer to attached repair order)	Front bumper, left front fender, left front tire and wheel
Repair Estimate:	10,211.69	Total loss

COLLISION SEQUENCE

Pre-Crash: The air bag equipped 1991 Alfa Romeo 164 was proceeding in a southerly direction on the inboard travel lane of the four lane county road at a driver estimated speed of 48-56 KPH (30-35 mph). The driver of vehicle #2 was exiting a shopping center parking lot and was attempting a left turn across the southbound travel lanes. Due to moderate to heavy traffic volume, the driver of vehicle #2 apparently attempted to "beat" the Alfa Romeo across the roadway and initiated her left turn directly in front of the southbound vehicle. As a result, the driver of the Alfa Romeo did not have sufficient time to initiate avoidance actions (i.e., braking).

COLLISION SEQUENCE (CONT'D.)

Crash: The center frontal area of the Alfa Romeo impacted the left front corner area of vehicle #2. The owner and rear seated passenger of the Alfa Romeo estimated vehicle #2's speed at impact at 16-24 KPH (10-15 mph). Due to the left turning action of vehicle #2, the vehicle was diagonal to the south-bound travel lane at impact. Initial contact involved the center frontal area of the Alfa Romeo and the left front corner area of vehicle #2. The impact rotated vehicle #2 in a clock-wise direction which resulted in additional engagement between the right frontal area of the Alfa and the left front wheel and fender area of vehicle #2. Resultant directions of force were within the 12 o'clock sector for the air bag equipped vehicle and probably within the 10 o'clock sector for vehicle #2. Based on the attached photographs of the Alfa Romeo, the vehicle underwent an estimated velocity change of 16-19 KPH (10-12 mph), which was near the threshold required for air bag deployment.

Post-Crash: The Alfa Romeo came to rest approximately 4.6 m (15') forward of the point of impact, facing in a southerly direction. Vehicle #2 was rotated in a clockwise direction and displaced forward of the final rest position of the Alfa Romeo. At rest, vehicle #2 was facing in a southeasterly direction diagonal to the travel lane.

HUMAN FACTORS/OCCUPANT DATA

	Air Bag Vehicle
Driver:	15 year old male
Height:	72"
Weight:	160 lbs.
Manual Restraint System Usage:	3-point lap and shoulder belt
Usage Source:	Interview, police report
Eyewear:	None
Vehicle Familiarity:	3 months
Route Familiarity:	Unknown
Manner of Leaving Scene:	Private vehicle
Type of Medical Treatment:	None, not injured

DRIVER INJURIES

Injury	Severity (OIC/AIS)	Source
Not injured	N/A	N/A

DRIVER KINEMATICS

The driver of the Alfa Romeo was reportedly in a normal driving position at impact with both hands on the steering wheel. He was properly restrained by the manual 3-point lap and shoulder belt system. In response to the front impact sequence, the driver initiated a forward trajectory and loaded the manual belt system which prevented him from contact with interior components and probable injury.

PASSENGER DATA

Right Front Passenger:	43 year old female
Height:	Unknown
Weight:	Unknown
Manual Restraint System Usage:	3-point lap and shoulder belt system
Usage Source:	Interview data, police report
Manner of Leaving Scene:	Ambulance
Type of Medical Treatment:	Treated at a local hospital and released

RIGHT FRONT PASSENGER INJURIES

Injury	Severity (OIC/AIS)	Source
Thoracic back strain	Minor (BSTM-1)	Impact force/ restraint loading

RIGHT FRONT PASSENGER KINEMATICS

The right front passenger of the Alfa Romeo was properly restrained by the manual 3-point lap and shoulder belt system. She was in a normal seated position; however, as she detected vehicle #2 approaching from her right, the right front passenger turned to her left in an attempt to shield herself from the impending impact. As a result of the 12 o'clock impact force, the right front passenger was displaced forward and loaded the manual belt system. Due to her abnormal posture and subsequent restraint loading, the passenger sustained strain to the mid back area. She was transported by ambulance to a local hospital where she was treated for her injury and released.

HUMAN FACTORS/OCCUPANT DATA (CONT'D.)

PASSENGER DATA

Left Rear Occupant:	45 year old male
Height:	Unknown
Weight:	Unknown
Manual Restraint System Usage:	3-point lap and shoulder belt
Usage Source:	Interview data, police report
Manner of Leaving Scene:	Private vehicle
Type of Medical Treatment:	None, not injured

LEFT REAR OCCUPANT INJURIES

Injury	Severity (OIC/AIS)	Source
Not injured	N/A	N/A

LEFT REAR OCCUPANT KINEMATICS

The left rear occupant was in a normal seated position at impact and was properly restrained by the manual 3-point lap and shoulder belt system. He initiated a forward trajectory in response to the frontal impact force and loaded the belt system which prevented him from probable injury.

PASSENGER DATA

Center Rear Occupant:	10 year old female
Height:	Unknown
Weight:	Unknown
Manual Restraint System Usage:	Lap belt
Usage Source:	Interview data
Manner of Leaving Scene:	Private vehicle
Type of Medical Treatment:	None

CENTER REAR OCCUPANT INJURIES

Injury	Severity (OIC/AIS)	Source
Abdominal abrasions	Minor (MCAI-1)	Lap belt

CENTER REAR OCCUPANT KINEMATICS

The center rear occupant was restrained by the manual 2-point lap belt. She initiated a forward trajectory in response to the 12 o'clock impact force and loaded the manual belt which abraded her abdominal area. The child's parents declined medical treatment for the minor, superficial injury.

PASSENGER DATA

Right Rear Occupant:	18 year old male
Height:	Unknown
Weight:	Unknown
Manual Restraint System Usage:	3-point lap and shoulder belt
Usage Source:	Interview data
Manner of Leaving Scene:	Private vehicle
Type of Medical Treatment:	None

RIGHT REAR OCCUPANT INJURIES

Injury	Severity (OIC/AIS)	Source
Abdominal abrasions	Minor (MCAI-1)	Lap belt webbing of the 3-point system

RIGHT REAR OCCUPANT KINEMATICS

The right rear occupant was reportedly in a normal seated position at impact. He was properly restrained by the manual 3-point lap and shoulder belt system. At impact, he initiated a forward trajectory and loaded the manual belt system which abraded his abdominal area. The superficial injury did not require medical attention.

AIR BAG SYSTEM

The 1991 Alfa Romeo 164 was equipped with a supplemental driver's air bag system. The system consisted of two front mounted crash sensors, a diagnostic unit, an air bag indicator lamp, the clockspring assembly, and the steering wheel mounted air bag module assembly. The crash sensors were mounted on the top surface of the inner fenders approximately 30 cm (12") rearward of the radiator support panel. Basic air bag data from the Owner's Manual is included as an attachment to this report.

The Alfa Romeo was involved in a front to side impact sequence with a 1986 Chevrolet Cavalier that resulted in moderate frontal damage to the air bag equipped vehicle. Frontal crush was estimated at 20-25.4 cm (8-10") located at the center portion of the front bumper. The Alfa Romeo sustained a 12 o'clock impact force that resulted in an estimated longitudinal velocity change of 16-19 KPH (10-12 mph). The supplemental driver's air bag system did not deploy as a result of the crash which produced over $10,000 of frontal damage to the Alfa Romeo 164.

The owner of the vehicle was concerned that the air bag failed to deploy and notified [redacted]. The notification was subsequently assigned to [redacted] as a remote type investigation. Data for the investigation was obtained from multiple interviews with the owner, photographs of the damaged Alfa Romeo, the Police Accident Report, and the vehicle repair order. These items are included as attachments to this report.

The owner stated that he leased the vehicle new and was the primary driver of the Alfa Romeo. He did not experience problems with the vehicle or with the air bag system prior to the crash. The owner further stated that the air bag indicator lamp would illuminate for approximately six seconds as the ignition was turned to the on and run positions, then go out and remain off during the operation of the vehicle. He assumed this sequence had occurred prior to the crash.

Following the crash and repair of the Alfa Romeo, the body shop transported the vehicle to an [redacted]. The air bag system was tested and inspected by a service technician who found no problems or faults in the system. The vehicle was returned to the owner following the collision repair with all original air bag components.

Based on the attached photographs, the vehicle and all data associated with the case, [redacted] believes that the vehicle did not sustain a sufficient longitudinal deceleration required to deploy the air bag system. The vehicle did, however, sustain a velocity change that was near the deployment threshold.

ATTACHMENTS

Police Accident Report

Vehicle Repair Order

Vehicle Photographs

Owner's Manual Air Bag System Data

DO NOT WRITE IN THIS SPACE

BEST AVAILABLE COPY

FLORIDA TRAFFIC ACCIDENT REPORT

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC ACCIDENT RECORDS [redacted]

Time & Location

DATE OF ACCIDENT	TIME OF ACCIDENT	TIME OFFICER NOTIFIED	TIME OFFICER ARRIVED	INVEST. AGENCY REPORT NUMBER	HSMV ACCIDENT REPORT NUMBER
[redacted] 91	[redacted] ☐ AM ☒ PM	[redacted] ☐ AM ☒ PM	[redacted] ☐ AM ☒ PM	[redacted]	[redacted]

COUNTY/CITY CODE: [redacted] CITY OR TOWN (Check if in City or Town): [redacted]

Feet or Miles ☐ N ☐ S ☐ E ☐ W Of

AT NODE NO.	1 ☐ 2 ☐ FROM NODE NO.	NEXT NODE NO. ON	NO. OF LANES	1 ☐ DIVIDED 2 ☒ UNDIVIDED	ON STREET, ROAD OR HIGHWAY
OR	FEET/MILES	ROAD	4		[redacted]

AT INTERSECTION OF 1 ☒ 2 ☐ ☒ N ☐ S ☐ E ☐ W OF INTERSECTION OF

OR 500 FEET/MILES [redacted] ST

Section 1 — Vehicle

DRIVER 1 Phantom ACTION 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
3	86	CHEVROLET	01	GMP11K	FL	1G1JC69P6G[redacted]
TRAILER OR TOWED VEHICLE INFORMATION						

POINT OF IMPACT: 14 (2 3 4 5 6 7 / 1 15 16 17 8 / 14 13 12 11 10 9)

CIRCLE AREA OF DAMAGE: 18 Undercarriage, 19 Overturn, 20 Windshield, 21 Fire 22 Trailer

VEHICLE TRAVELING ☒ N ☐ S ☐ E ☐ W ON [redacted] At 15 Est. MPH | Posted Speed 35 | EST. VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage: $ 1000.00 (1) | EST. TRAILER DAMAGE $

INSURANCE CO. (LIABILITY OR PIP) [redacted] POLICY NUMBER [redacted] VEHICLE REMOVED BY: [redacted] 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other (1)

OWNER'S FULL NAME (Check if Driver ☒) [redacted] CURRENT ADDRESS (Number and Street) [redacted] CITY AND STATE [redacted] ZIP CODE [redacted]

OWNER'S FULL NAME (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE

Section 1 — Pedestrian

DRIVER (Exactly as on Driver's License)/Pedestrian [redacted] CURRENT ADDRESS (Number and Street) [redacted] CITY AND STATE [redacted] ZIP CODE [redacted] DATE OF BIRTH [redacted]

DRIVER'S LICENSE NUMBER	STATE	LIC. TYPE	BAC TEST (1 Blood 2 Breath 3 Urine 4 Refused 5 None)	RESULTS	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
[redacted]	FL	1	5	%	1	1	1	1	2	3	2	1

HAZARDOUS MATERIALS BEING TRANSPORTED 1 None 2 Flammable Liquid 3 Explosives 4 Poisonous Gas 5 Corrosive Materials 6 Radioactive Materials 7 Other (1)

Driving Ability Questionable 1 YES 2 NO 3 NOT APPLICABLE RECOMMEND RE-EXAM If YES, Explain in Narrative (2) Driver's Phone No. [redacted]

#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE/ZIP CODE	AGE	LOC	INJ.	S. EQUIP.	EJECT.
1.								
2.								
3.								

Section 2 — Vehicle

DRIVER 1 Phantom ACTION 2 Hit & Run 3 N/A	YEAR	MAKE	TYPE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
3	91	ALFA	01	[redacted]	FL	ZARE33A3[redacted]
TRAILER OR TOWED VEHICLE INFORMATION						

POINT OF IMPACT: 1 (2 3 4 5 6 7 / 1 15 16 17 8 / 14 13 12 11 10 9)

CIRCLE AREA OF DAMAGE: 18 Undercarriage, 19 Overturn, 20 Windshield, 21 Fire 22 Trailer

VEHICLE TRAVELING ☐ N ☒ S ☐ E ☐ W ON [redacted] At 35 Est. MPH | Posted Speed 35 | EST. VEHICLE DAMAGE 1 Disabling 2 Functional 3 No Damage: $ 15,000.00 (1) | EST. TRAILER DAMAGE $

INSURANCE CO. (LIABILITY OR PIP) [redacted] POLICY NUMBER [redacted] VEHICLE REMOVED BY: [redacted] 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other (1)

OWNER'S FULL NAME (Check if Driver ☐) [redacted] CURRENT ADDRESS (Number and Street) [redacted] CITY AND STATE [redacted] ZIP CODE [redacted]

OWNER'S FULL NAME (Trailer or Towed Vehicle) CURRENT ADDRESS (Number and Street) CITY AND STATE ZIP CODE

Section 2 — Pedestrian

DRIVER (Exactly as on Driver's License)/Pedestrian [redacted] CURRENT ADDRESS (Number and Street) [redacted] CITY AND STATE [redacted] ZIP CODE [redacted] DATE OF BIRTH [redacted]

DRIVER'S LICENSE NUMBER	STATE	LIC. TYPE	BAC TEST (1 Blood 2 Breath 3 Urine 4 Refused 5 None)	RESULTS	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.
[redacted]	FL	1	5	%	1	1	1	1	1	1	2	1

HAZARDOUS MATERIALS BEING TRANSPORTED 1 None 2 Flammable Liquid 3 Explosives 4 Poisonous Gas 5 Corrosive Materials 6 Radioactive Materials 7 Other (7)

Driving Ability Questionable 1 YES 2 NO 3 NOT APPLICABLE RECOMMEND RE-EXAM If YES, Explain in Narrative (2) Driver's Phone No. [redacted]

#	PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE/ZIP CODE	AGE	LOC	INJ.	S. EQUIP.	EJECT.
1.	[redacted]	[redacted]	[redacted]	43	3	3	2	1
2.	[redacted]	[redacted]	[redacted]	45	4	1	2	1
3.	[redacted]	[redacted]	[redacted]	10	6	1	2	1

Code Information

VEHICLE TYPE
01 Passenger Vehicle, 02 Passenger Van, 03 Recreational, 04 Truck (Light) Pickup, 05 Truck (Heavy), 06 Truck-Tractor, 07 Motorcycle, 08 Off-Road Vehicle, 09 Moped, 10 Bicycle, 11 Law Enforcement Vehicle, 12 Fire Vehicle, 13 Ambulance, 14 Rescue Unit, 15 Taxicab, 16 Public School Bus, 17 Private School Bus, 18 City Transit Bus, 19 Commercial Bus, 20 Other Type Bus, 21 Special Mobile Equipment, 22 Farm Equipment, 23 Government, 24 Military, 25 Train, 26 Trailer, 27 Towed Vehicle, 28 Other

RESIDENCE (DRIVER ONLY)
1 County of Accident, 2 Elsewhere in State, 3 Non-Resident State, 4 Foreign, 5 Unknown

LICENSE TYPE
1 Operator, 2 Chauffeur, 3 Res. Operator, 4 Motorcycle, 5 None

RACE
1 White, 2 Black, 3 Hispanic, 4 Other

SEX
1 Male, 2 Female

PHYSICAL DEFECTS
1 No Defects Known, 2 Eyesight Defect, 3 Fatigue/Asleep, 4 Hearing Defect, 5 ILL, 6 Seizure, Epilepsy, Blackout, 7 Other Physical Defect

INJURY SEVERITY
1 No Injury, 2 Possible Injury, 3 Non-Incapacitating Injury, 4 Incapacitating Injury, 5 Fatal (Within 90 Days) Injury, 6 Non-Traffic Fatality

ALCOHOL/DRUG USE
1 Not Drinking or Using Drugs, 2 Alcohol-Under Influence, 3 Drugs-Under Influence, 4 Alcohol & Drugs-Under Influence, 5 Had Been Drinking, 6 Pending BAC Test Result

SAFETY EQUIPMENT IN USE
1 Not in Use, 2 Seat Belt/Shoulder Harness, 3 Child Restraint, 4 Safety Helmet/Eye Protection, 5 Air Bag, 6 Other

LOCATION (IN VEHICLE)
1 Front Left, 2 Front Center, 3 Front Right, 4 Rear Left, 5 Rear Center, 6 Rear Right, 7 In Body of Truck, 8 Bus Passenger, 9 Other

EJECTED
1 No, 2 Yes, 3 Partial

INVESTIGATOR — RANK AND SIGNATURE [redacted] ID/BADGE NUMBER [redacted] DEPARTMENT [redacted] 1 ☐ FHP 2 ☒ PD 2 ☐ SO 4 ☐ OTHER

HSMV 90003 (REV. 3/88)S Formerly FHP 3

Page 1 Of 4 Pages

Section 3

Vehicle

ACTION 1 Hit & Run 2 Hit & Fled 3 N/A	YEAR	MAKE	TYPE	VEH. LICENSE NUMBER	STATE	VEHICLE IDENTIFICATION NUMBER
TRAILER OR TOWED VEHICLE INFORMATION						

POINT OF IMPACT: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18

CIRCLE AREA OF DAMAGE: 18 Undercarriage, 19 Overturn, 20 Windshield, 21 Fire, 22 Trailer

VEHICLE TRAVELING ☐N ☐S ☐E ☐W ON ____ At ____ Est. MPH | Posted Speed | EST. VEHICLE DAMAGE $ | 1 Disabling 2 Functional 3 No Damage | EST. TRAILER DAMAGE $

INSURANCE CO (LIABILITY OR PIP) | POLICY NUMBER | VEHICLE REMOVED BY: | 1 Tow Rotation List 2 Tow Owner's Request 3 Driver 4 Other

OWNER'S FULL NAME (Check if Driver ☐) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

OWNER'S FULL NAME (Trailer or Towed Vehicle) | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE

Pedestrian

DRIVER (Exactly as on Driver's License)/Pedestrian | CURRENT ADDRESS (Number and Street) | CITY AND STATE | ZIP CODE | DATE OF BIRTH

DRIVER'S LICENSE NUMBER	STATE	LIC. TYPE	BAC TEST (1 Blood 2 Breath 3 Urine 4 Refused 5 None)	RESULTS %	AL/DRUG	PHYS. DEF.	RES	RACE	SEX	INJ.	S. EQUIP.	EJECT.

HAZARDOUS MATERIALS BEING TRANSPORTED: 1 None 2 Flammable Liquid 3 Explosives 4 Poisonous Gas 5 Corrosive Materials 6 Radioactive Materials 7 Other ☐

Driving Ability Questionable / RECOMMEND RE-EXAM: 1 YES 2 NO 3 NOT APPLICABLE | If YES, Explain in Narrative | Driver's Phone No. ( )

# PASSENGER'S NAME	CURRENT ADDRESS	CITY & STATE/ZIP CODE	AGE	LOC	INJ.	S. EQUIP.	EJECT.
1.							
2.							
3.							

# PROPERTY DAMAGED - OTHER THAN VEHICLES	EST. AMOUNT	OWNER'S NAME	ADDRESS	CITY	STATE	ZIP
1.	$					
2.	$					

CONTRIBUTING CAUSES-DRIVER/PED. (1 / 2 / 3)
01 No Improper Driving/Action — 03 / 01 /
02 Careless Driving
03 Failed to Yield Right-of-Way
04 Improper Backing
05 Improper Lane Change
06 Improper Turn
07 Alcohol-Under Influence
08 Drugs-Under Influence
09 Alcohol & Drugs-Under Influence
10 Followed Too Closely
11 Disregarded Traffic Signal
12 Exceeded Safe Speed Limit
13 Disregarded Stop Sign
14 Failed to Maintain Equip./Vehicle
15 Improper Passing
16 Drove Left of Center
17 Exceeded Stated Speed Limit
18 Obstructing Traffic
19 Improper Load
20 Disregarded Other Traffic Control
21 Driving Wrong Side/Way
77 All Other (Explain in Narrative)

VEHICLE DEFECT (1 / 2 / 3)
01 No Defects — 01 / 01 /
02 Def. Brakes
03 Worn/Smooth Tires
04 Defective/Improper Lights
05 Puncture/Blowout
06 Steering Mech.
07 Windshield Wipers
08 Equipment/Vehicle Defect
77 All Other (Explain in Narrative)

VEHICLE MOVEMENT (1 / 2 / 3)
01 Straight Ahead — 03 / 01 /
02 Slowing/Stopped/Stalled
03 Making Left Turn
04 Backing
05 Making Right Turn
06 Changing Lanes
07 Entering/Leaving Parking Space
08 Properly Parked
09 Improperly Parked
10 Making U-Turn
11 Passing
12 Driverless or Runaway Veh.
77 All Other (Explain in Narrative)

VEHICLE FUNCTION (1 / 2 / 3)
01 None — 01 / 01 /
02 Pulling Semi-Trailer
03 Pulling Other Veh.
04 Emergency Operation
05 Pulling Tandem Trailer/Double Bottom
06 Pulling Tank Trailer
07 Pulling House Trailer
08 Pulling Small Trailer
09 Veh. Being Towed/Pushed
10 Pulling Pole Trailer
11 Pulling Saddle Mount
12 Police Pursuit
77 All Other (Explain)

VEHICLE MODIFIED (1 / 2 / 3)
02 / 02 /
01 Yes 02 No 03 Not Applicable (If Yes, Explain)

LOCATION ON ROADWAY (1 / 2 / 3)
01 / 01 /
01 On Road
02 Not On Road
03 Shoulder
04 Median
05 Turn Lane/ Safety Zone

PEDESTRIAN ACTION (1 / 2 / 3)
01 Crossing Not at Intersection
02 Crossing at Intersection
03 Walking Along Road With Traffic
04 Walking Along Road Against Traffic
05 Pushing/Working on Vehicle in Road
06 Other Working in Road
07 Standing/Playing in Road
77 All Other (Explain)
88 Unknown

FIRST/SUBSEQUENT HARMFUL EVENT (F / S)
01 Collision With MV in Transport (Rear-end)
02 Collision With MV in Transport (Angle)
03 Collision With MV in Transport (Left Turn) — 03 /
04 Collision With Parked Car
05 Collision With MV in Transport (Sideswipe)
06 Collision With MV in Transport (Backed Into)
07 Collision With MV in Transport (Right Turn)
08 MV Hit Other Fixed Object
09 MV Hit Utility Pole/Light Pole
10 Collision With MV in Transport (Head-on)
11 Collision With Pedestrian
12 Collision With Moped
13 MV Hit Tree/Shrubbery
14 Collision With Bicycle
15 Collision With Bicycle (Bike Lane)
16 MV Ran Into Ditch/Culvert
17 Ran Off Road Into Water
18 Overturned
19 MV Hit Fence
20 Collision With MV on Other Roadway
21 MV Hit Sign/Sign Post
22 MV Hit Guardrail
23 Collision With Fixed Object Above Road
24 Fire
25 Collision With Animal
26 Collision With Moveable Object On Road
27 MV Hit Concrete Barrier Wall
28 MV Hit Bridge/ Pier/Abutment Rail
29 Occupant Fell From Vehicle
30 Tractor/Trailer Jackknifed
31 Collision With Construction Barricade/Sign in Road
32 Collision With Traffic Gate
33 Collision With Crash Attenuators
34 Collision With Train
35 Explosion
77 All Other (Explain)

ROAD SYSTEM IDENTIFIER
01 Interstate 02 U.S. 03 State 04 County 05 Local
06 Turnpike 07 Other Full Control 08 Other Major Arterial 77 All Other (Explain) — 04

LIGHTING CONDITION
01 Daylight — 01
02 Dusk
03 Dawn
04 Dark (Street Light)
05 Dark (No Street Light)
88 Unknown

ROAD SURFACE/ CONDITION
01 Dry
02 Wet
03 Slippery — 01
04 Icy
77 All Other (Explain)

WEATHER
01 Clear
02 Cloudy
03 Rain — 01
04 Fog
77 All Other (Explain)

ROAD SURFACE TYPE
01 Slag/Gravel/Stone
02 Blacktop
03 Brick/Block — 02
04 Concrete
05 Dirt 77 All Other (Explain)

CONTRIBUTING CAUSES-ROAD
01 No Defects
02 Obstruction With/Without Warning
03 Road Under Repair/Construction
04 Loose Surface Materials
05 Shoulders-Soft/Low/High — 01
06 Holes/Ruts/Unsafe Paved Edge
07 Standing Water
08 Worn/Polished Road Surface
77 All Other (Explain)

CONTRIBUTING CAUSES-ENVIRONMENT
01 Vision Not Obscured
02 Inclement Weather
03 Parked/Stopped Vehicle
04 Trees/Crops/Bushes
05 Load on Vehicle — 01
06 Building/Fixed Object
07 Signs/Billboards
08 Fog
09 Smoke
10 Glare 77 All Other (Explain)

TRAFFIC CONTROL
01 No Control
02 Speed Control Zone
03 Traffic Signal
04 Stop Sign
05 Yield Sign — 02
06 Flashing Light
07 Railroad Signal
08 Officer/Guard/Flagman
09 Posted No U-Turn
77 All Other (Explain)

SITE LOCATION
01 Not At Intersection/RR X'ing/Bridge
02 At Intersection
03 Influenced By Intersection
04 Driveway Access
05 Railroad Crossing — 01
06 Bridge
07 Entrance Ramp
08 Exit Ramp
09 Parking Lot-Public
10 Parking Lot-Private
11 Private Property
77 All Other (Explain)

TRAFFICWAY CHARACTER
01 Straight-Level
02 Straight-Upgrade/ Downgrade
03 Curve-Level
04 Curve-Upgrade/ Downgrade — 01

TYPE SHOULDER — 01
01 Paved
02 Unpaved

WITNESS-NAME	ADDRESS	CITY & STATE	ZIP
1			
2			

VIOLATOR	FL STATUTE NUMBER	NAME	CHARGE	CITATION NUMBER
V1	316.122	[redacted]	FAILURE-TO YIELD RIGHT-WAY	[redacted]

FLORIDA TRAFFIC ACCIDENT REPORT

KARRATIVE AND DIAGRAM

MAIL TO: DEPT. OF HIGHWAY SAFETY & MOTOR VEHICLES
TRAFFIC ACCIDENT RECORDS & FORMS MANAGEMEN[redacted] FL[redacted]

DO NOT WRITE IN THIS SPACE

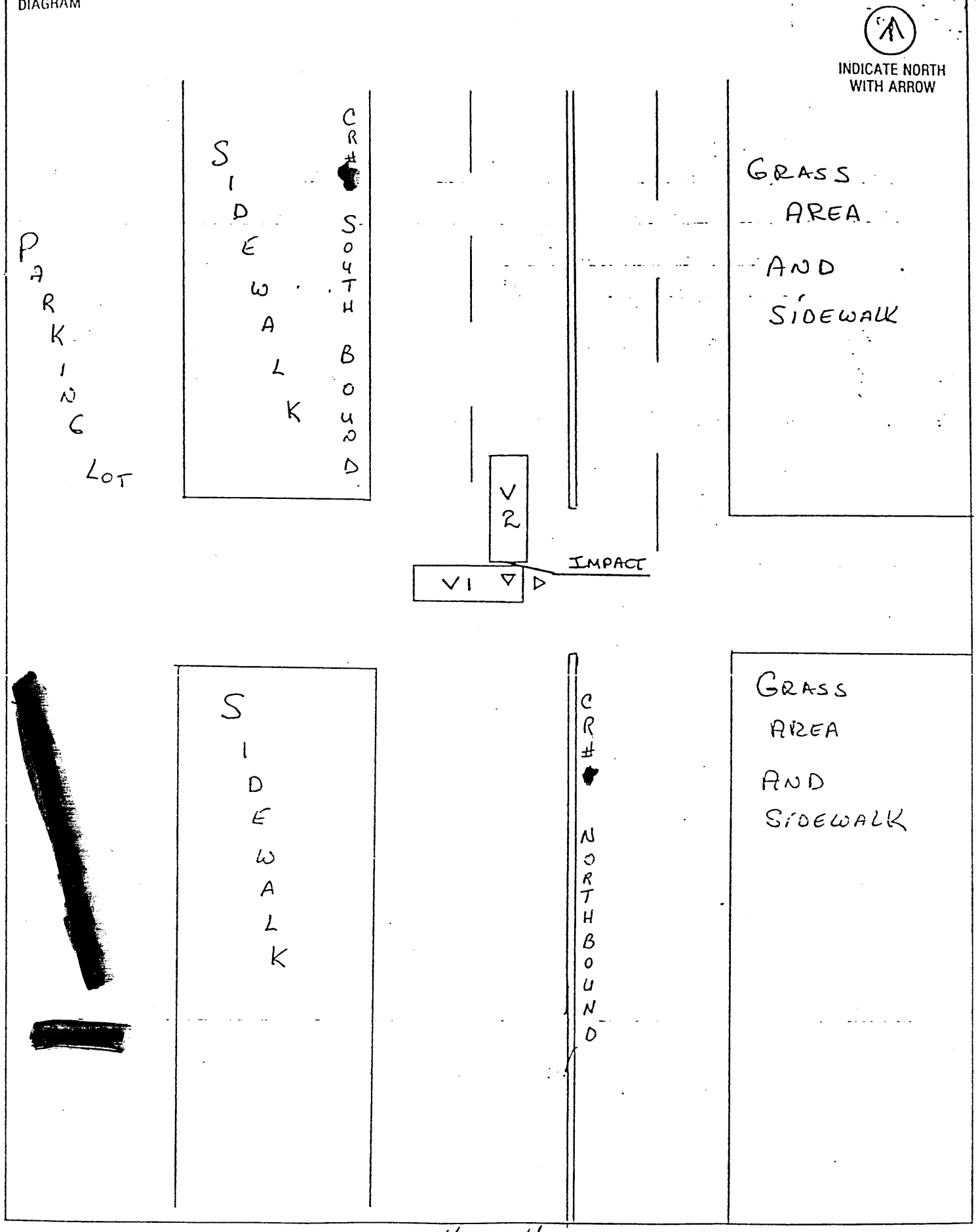
	INVEST. AGENCY REPORT NUMBER	HSMV ACCIDENT REPORT NUMBER
	[redacted]	[redacted]

V1 was exiting the parking Lot of [redacted] crossed over the south bound lane and was struck by V2, who was southbound on CR# [redacted] at the time of injact. V1 was attempting to make a left turn to proceed northbound on CR# [redacted].

V1 and V2 passenger [redacted] were transported to [redacted] by paramedics. V1 was complaining of upper body pain. V2 states she was treated for upper back pain.

FIRST AID GIVEN BY - NAME: RESCUE	☐ 1 Physician or Nurse ☒ 2 Paramedic Or EMT ☐ 3 Police Officer ☐ 4 Certified 1st Aider ☐ 5 Other	INJURED TAKEN TO: [redacted]	BY - NAME: RESCUE
WAS INVESTIGATION MADE AT SCENE? ☒ 1 Yes ☐ 2 No-Where?	IS INVESTIGATION COMPLETE? ☒ 1 Yes ☐ 2 No-Why?	DATE OF REPORT [redacted]	PHOTOS TAKEN? ☐ 1 Yes ☒ 2 No ☐ 3 Investigating Agency ☐ 4 Other
INVESTIGATOR - RANK AND SIGNATURE [redacted]	ID/BADGE NUMBER [redacted]	DEPARTMENT [redacted]	1 ☐ FHP 3 ☒ CPD 2 ☐ SO 4 ☐ OTHER

DIAGRAM



[redacted] GARAGE

REPAIR ORDER

Page 1 of 2

NAME [redacted]

DATE [redacted]-91

ADDRESS

CITY

PHONE WHEN READY [redacted]

TIME PROMISED A.M. P.M.

TIME RECEIVED [redacted] A.M. P.M.

TERMS

CUSTOMERS ORDER NO

YEAR	TYPE OR MODEL	MOTOR NO	SERIAL NUMBER	LICENSE NUMBER	SPEEDOMETER
	Alfa Romeo				

ORDER WRITTEN BY

QUAN	PART NO	DESCRIPTION	SALE AMOUNT
	4652 Seal Beam		12 96
	grille		55 15
	" emblem		24 77
	Headlight Left		205 38
	" Right		205 38
	Fog light		100 00
	Hood		750 00
	Hood insulation		44 18
	Hood Stop		13 96
	Hood Moulding		10 94
	Electric fan		243 14
	Fan Shroud		232 63
	Cooling tube		42 33
	Fender Right		27 99
	Fender left		30 62 1
	Moulding L Fender		73 41
	Rad Support		233 42
	Frame		760 82
	Louvers		73 40
	Cover		20 30
	Condenser Ac		411 41
	Coil		52 20
	Outside Towing		156 61
	Radiator		328 88
			4676.27
	Ext Bumper		697 29
			5373 56
		TOTAL PARTS	

Totals on Roll [redacted]

OPER NO	REPAIR ORDER — LABOR INSTRUCTIONS	$
	LUBRICATE ☐ CHANGE OIL ☐ FLUSH TRANS ☐ FLUSH DIFF ☐ WASH ☐ POLISH ☐	
	[redacted]	

. . . I REQUEST A WRITTEN ESTIMATE.
. . . I DO NOT REQUEST A WRITTEN ESTIMATE AS LONG AS THE REPAIR COST DO NOT EXCEED $_____ THE SHOP MAY NOT EXCEED THIS AMOUNT WITHOUT MY WRITTEN OR ORAL APPROVAL.
. . . I DO NOT REQUEST A WRITTEN ESTIMATE.

SIGNED _____ DATE _____

TOTAL LABOR	
TOTAL PARTS	5373 56
GAS. OIL. GREASE	
OUTSIDE WORK	
TIRES. TUBES	
PAINT & MATERIAL	
SUB TOTAL	
TAX	
TOTAL AMOUNT	

QTS. OIL @

LBS. GREASE @

14

Work # 2 of 2

[redacted] GARAGE [redacted] REPAIR ORDER

NAME [redacted] DATE [redacted]

ADDRESS [redacted] TIME PROMISED A.M. P.M. TERMS

CITY [redacted] PHONE WHEN READY ? TIME RECEIVED A.M. P.M. CUSTOMER'S ORDER NO

YEAR	TYPE OR MODEL	MOTOR NO	SERIAL NUMBER	LICENSE NUMBER	SPEEDOMETER
1991	Alfa Romeo 164				6945.

OPER NO — REPAIR ORDER — LABOR INSTRUCTIONS — WRITTEN BY

LUBRICATE ☐ CHANGE OIL ☐ FLUSH TRANS ☐ FLUSH DIFF ☐ WASH ☐ POLISH ☐ $

Via # ZAREA33A3M[redacted]

[redacted] Claim # [redacted]

Repair Per [redacted] estimate
Plus Additionals Parts on Page 2 of 2. 2346 28

Refer TO
Ref # [redacted] 832694
For Page 1 of 2 [redacted] To Pay $ 1884.75
Total Bill $ 10,221.69

QUAN	PART	DESCRI	AMOUNT
	Pipe Rad Cooling		24 40
	Air Filter element Support		23 82
	Air Filter Element		32 30
	Alternator		534 75
	Fog light BRKT Right		6 84
	" " " Left		6 54
	Support		110 82
	Bumper Support		35 45
	Relay		23 30
	Relay Cover		2 02
	Relay Cover		2 07
	Actuator Cruise		326 47
	Tube		4 05
	Pipe AC Hose		132 98
	Grille Housing		163 45
	Shield		26 87
	Crossmember		26 29
	Resistor		26 67
	Strut & Fender		14 91
	Decals For engine Comp		20 00
	Total This Page #2		1497 80
	Page # 1		5373 56
	Total Parts		6871 36
	4 wheel Alignment		49 00
	Air Bag Ckout		49 00
	TOTAL PARTS		

. . . I REQUEST A WRITTEN ESTIMATE.
. . . I DO NOT REQUEST A WRITTEN ESTIMATE AS LONG AS THE REPAIR COST DO NOT EXCEED $_____ THE SHOP MAY NOT EXCEED THIS AMOUNT WITHOUT MY WRITTEN OR ORAL APPROVAL.
. . . I DO NOT REQUEST A WRITTEN ESTIMATE.

SIGNED _____ DATE _____

2346 28	TOTAL LABOR	2346 28
6871 36	TOTAL PARTS	6871 36
	GAS. OIL. GREASE	
98 00	OUTSIDE WORK	98 00
	TIRES. TUBES	
228 00	PAINT & MATERIAL	228 00
9543 64	SUB TOTAL	9543 64
668 05	TAX	668 05
10211 69	TOTAL AMOUNT	10211 69

QTS. OIL @

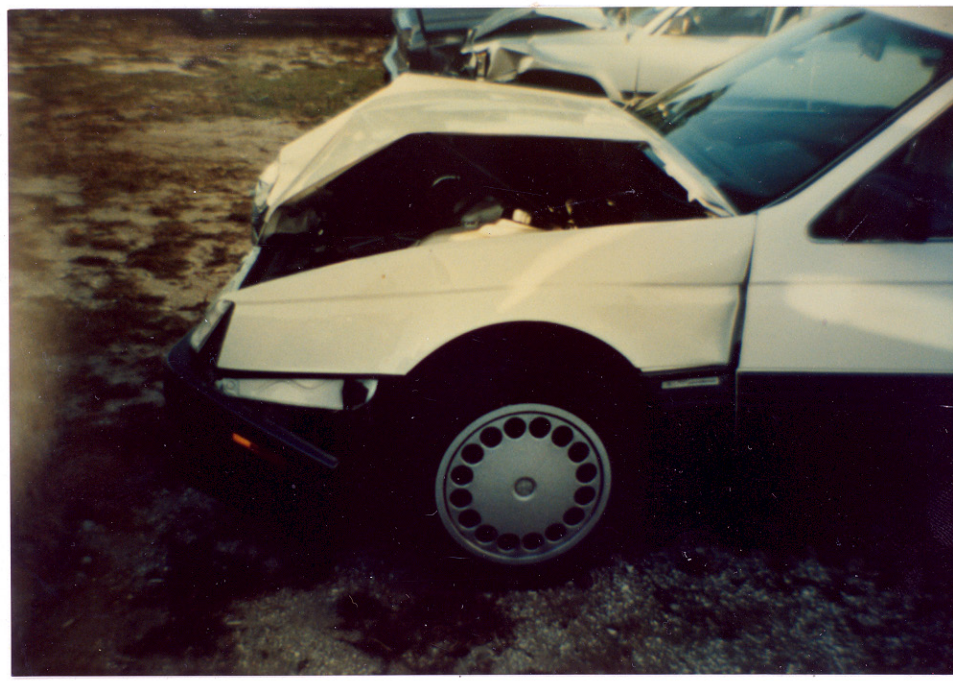
LBS. GREASE @

13 3622

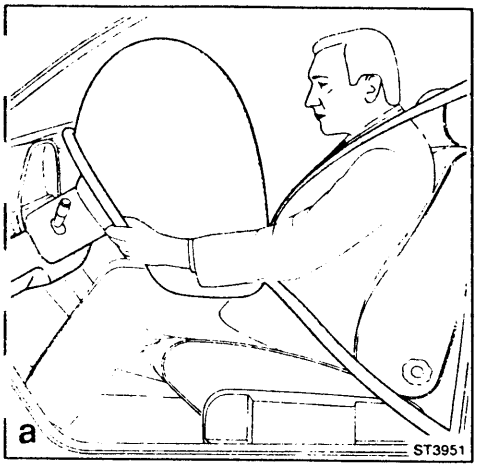
BEST AVAILABLE COPY

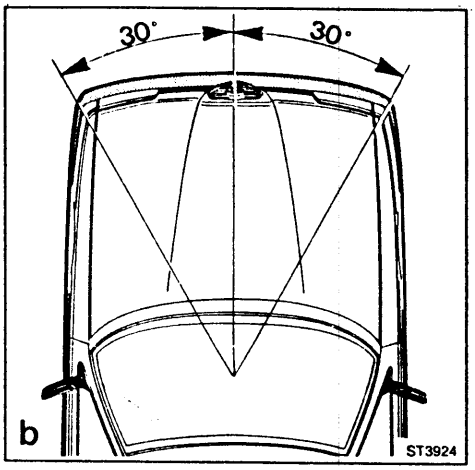
VEHICLE PHOTOGRAPHS

Overall Views Of The Frontal Damage To The Alfa Romeo.



Perpendicular Views Showing The Extent Of Crush.





a-b Airbag

An additional safety device (airbag) is fitted to your vehicle.

In the case of a frontal impact, or impact with reduced angle (not lateral), the airbag inflates instantaneously between the steering wheel and the driver, thus preventing the driver from hitting the steering column, the windshield or the door post.

After activation due to impacts, the airbag deflates in a very short time, thus allowing the driver to eventually recover control of the vehicle.

The efficiency of the various airbag system components is checked during the starting phase by the Alfa Romeo Control unit. Correct system operation is indicated by illumination of the relevant indicator light for a few seconds; during this period all the components of the system are checked and, if found efficient, the indicator light will go off. The indicator light remains on for a few seconds after the other indicator lights are extinguished.

If during the check the indicator light does not illuminate, have your vehicle checked as soon as possible by an Alfa Romeo dealer.

The airbag system is continuously monitored by the control unit even after the indicator light has gone off; in case of any malfunction the indicator light will start to flash.

In case the indicator light comes on after the starting phase, or at any time during driving, have your vehicle checked as soon as possible by an **Alfa Romeo dealer**, since proper operation of the air bag could be affected.

The airbag system has been designed to operate ONLY in the event of a frontal impact, because its additional protection function is effective only with this type of impact.

The main safety protection is always provided by the seat belt, which is assisted by the airbag only in case of frontal impact.

For maximum protection in case of a collision, **Alfa Romeo recommends that you always fasten your safety belts when traveling.**

Safety warnings

- The activation of the airbag is accompanied by the emission of a small amount of smoke, harmless for the occupants, and by a loud inflation noise.
- Proper operation of the airbag is guaranteed until the expiration date shown on the label located on the L.H. central post:

VEHICLE EQUIPPED WITH AIR-BAG SYSTEM. SYSTEM LIFE DURATION: TEN YEARS. SYSTEM MAINTENANCE: EVERY TWO YEARS MINIMUM. TIME REFERENCE: COMPLIANCE SEE LABEL. FURTHER DETAILS AND VEHICLE SCRAPPING PROCEDURES: SEE OWNERS' MANUAL.

On expiration, have the system checked by an Alfa Romeo dealer, which will apply the next verification date on the label.

- Following the activation of the airbag, it is necessary to transport your vehicle to an Alfa Romeo dealer for refurbishing of the system.

  In this event, and for your own safety, **it is advisable** to replace also the seats belts, screws and brackets which where stressed by the collision (Also refer to "Seat Belts" section).

  Do not carry-out any maintenance activity and/or mechanical and electrical modifications of the system or associated components.

  Any activity on the electrical system should only be carried-out after the engine has been shut-off, the ignition key has been removed and, finally, the negative pole of the battery has been disconnected.

  Any maintenance activity (e.g. fitting of a radio set) must **always** be carried-out by an Alfa Romeo dealer.

- Do not place or fix any object to the steering wheel, or in the adjacent area.

- Any activity or unauthorized handling of the system may cause inadvertent operation of the airbag. In this event, contact an Alfa Romeo dealer.

- Drivers are advised not to travel holding objects such as drink cans or bottles, pipes, etc, which could be distractive or cause injuries in case of activation of the airbag.

- In case the vehicle is sold; inform the new owner that the vehicle is fitted with the airbag system.

  Also provide the new owner with this manual, and recommend him to read carefully the information relevant to the use of the airbag and of the seat belts.

  When any welding is carried-out on the vehicle **it is mandatory** to disconnect the airbag control unit and the battery terminals.

- If the vehicle is placed in an oven for curing of the paintwork **it is mandatory** to disconnect and remove the airbag module from the steering wheel until the paint curing is over.
  Disassembly and reassembly of the airbag module in the steering wheel must be carried out by specialized operators at an authorized Alfa Romeo dealer only, and following applicable procedures.

- In case the vehicle is scrapped, alert the people in charge about the presence of the airbag, so that the proper procedures and precautions can be adopted (discharge system pressure).

Important notes

- Always fasten your seat belts before starting travel, and ensure they are properly adjusted.
- To reduce slack, immediately after "buckle up", if necessary, adjust the lap portion of the belt by moving the buckle.
- To ensure maximum protection when traveling, all occupants must wear their respective seat belts.
- Do not strap more than one person with each belt. Ensure the belt is not swung over your neck.
- A seat belt assembly installed at the driver's seating position is adjustable for fit persons whose corpulence varies the 5th percentile adult fe to the 95th percentile adult male.
- For all seating positions the installed assembly is adjustable to fit persons whose corpulence varies from the 50th percentile 6 year-old child to the 95th percentile adult male.
- Seat belts must **never** be worn by a child sitting on the knees of a passenger.
- Pregnant women must ensure the seat belt is placed so that no pressure is felt on their abdomen. Be sure the lap portion of the belt is as low on your hips as possible. Whenever possible, it is advisable to accomodate the pregnant women on seats provided with lap belts only.
- The belt buckle and tongue should always be kept on top of seat, ready for use.
- To avoid injuries do not wear belts over rigid or breakable objects or on clothing, such as eye glasses, pens, keys, etc.
- Several layers of heavy clothing may interfere with proper positioning of belts.
- Never rub belts against sharp objects.
- Ensure the automatic retractors are kept free of any obstruction that could prevent secure locking.
- The belts could lock tight during sudden or sharp turns, when disengaged too rapidly, or during acceleration or braking of the vehicle.
- All seat belts, including retractors and attaching hardware, which have been subject to high stress or in use during a collision should be replaced. Even if the belts show no damage, the original strength could have been weakened.
  Replacement belts should be of an Alfa Romeo approved type.
- **Always** replace the belts if worn or not operating properly.

  Replacement of the belts must be carried-out by an **Alfa Romeo dealer**, since unskilled persons could compromise the safety and proper operation of the belts.
- Any modification to, or disassembly of the belts, may not conform to the original strength characteristics, and in any case the best performance and safety are obtained in their original design.

  To minimize the risk of personal injury in the event of a collision or a sudden stop, both the driver and the front passenger reclining seatbacks must be in a fairly upright position while the vehicle is in motion. If the seat back is significantly reclined, the risk of slipping off the belts in the event of a collision is highly increased.
- Verify that the retractors lock correctly by sharply tugging the webbing: the belt should lock. The belt should retract rapidly and without any interference.

Care of seat belts

- Ensure the belts are never twisted and that they are always correctly reeled in when not in use.
- Frequently remove any dust or dirt from the webbing and from the buckle and tongue using a clean dry cloth; do not rub excessively.
- **Never lubricate** any component of the seat belts, and particularly the buckles, the automatic retractors and the tongues.
- If the belts require cleaning, a mild soap and water solution should be used.
  Under no circumstances should chemical agents such as gasoline, alcohol, kerosene, etc. be used since they are extremely flammable and may also weaken the webbing material.
- When the belts have been washed, keep them reeled out until completely dry.
- **Never** use dye or bleaching agents on the seat belts.

51