400 Seventh Street, S.W.
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U.S. Department
of Transportation

**National Highway
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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.

*** *** ***

TRANSPORTATION RESEARCH CENTER

Indiana University
Bloomington, Indiana 47403-1599

REMOTE ALLEGED SAFETY-RELATED DEFECT REPORT

CASE NO. - 95-13
FLEET - PRIVATE VEHICLE
LOCATION - [redacted] IDAHO
INCIDENT DATE - [redacted] 1995

Submitted By:

[redacted]
Senior Staff Associate
[redacted] 1995

Contract Number: DTNH22-94-D-17058

Prepared for:

U.S. Department of Transportation
National Highway Traffic Safety Administration
National Center for Statistics and Analysis
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 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 Documentation Page

1. Report No.	2. Government Accession No.	3. Recipient's Catalog No.
TRC/IU Case No. 95-13		

4. Title and Subtitle	5. Report Date
Remote Alleged Safety-Related Defect Report Private Vehicle Location [redacted], Idaho	[redacted]1995
	6. Performing Organization Code
	8. Performing Organization Report No.
7. Author(s)	TRC/IU 95-13, Task 9521
[redacted]	
9. Performing Organization Name and Address	10. Work Unit No. (TRAIS)
Indiana University Transportation Research Center [redacted] 47403-1599	11. Contract or Grant No. DTNH22-94-D-17058
	13. Type of Report and Period Covered
12. Sponsoring Agency Name and Address	[redacted] 1995
U.S. Department of Transportation (NRD-32) National Highway Traffic Safety Administration National Center for Statistics and Analysis Washington, D.C. 20590	14. Sponsoring Agency Code

15. Supplementary Notes

Remote alleged safety-related defect investigation involving a good samaritan who developed respiratory problems from tending to an injured driver whose air bag-equipped vehicle was involved in a crash.

16. Abstract

This report covers a remote, alleged, safety-related defect investigation of an individual who developed respiratory problems as a result of tending to an injured driver whose air bag-equipped, 1994 Ford F-150, 4x4, Supercab pick-up truck was involved in a crash. The 1994 Ford pick-up truck collided with a 1988 GMC 4500, 4x2, medium duty commercial parcel van at an intersection approximately 91 meters (100 yards) from this individual's residence. This individual is a Registered nurse (RN) and a qualified, first aid responder. Upon her arrival at the crash site, she attempted to administer first aid by immobilizing the head and neck of the unconscious driver of the pick-up truck. The driver of the pickup truck was not using her available safety belts, but was protected by the vehicle's driver side supplemental restraint system (air bag) which had deployed as a result of the crash. As the driver began to regain consciousness, she put her entire upper body through the open window of the pickup in order to maintain the immobilization of the driver's neck. This individual never noticed the deployed air bag while immobilizing the driver. While leaning in front of the driver, she began to cough and experience some respiratory discomfort. Subsequently, EMS personnel arrived and removed the driver and thus enabled this individual to withdraw her upper body from the driver's vehicle. Immediately afterwards, this individual was coughing almost constantly. Fire and rescue personnel told her that the driver's air bag had exploded (i.e., ruptured), and one EMT told her that he observed particles floating in the driver's area when he arrived. According to this individual, in the days and weeks that followed, she experienced an ongoing upper respiratory infection as a result of her involvement.

17. Key Words	18. Distribution Statement
Motor Vehicle Nontraffic Incident Air Bag Deployment Alleged Safety-Related Defect Injury Severity	General Public

19. Security Classif. (of this report)	20. Security Classif. (of this page)	21. No. of Pages	22. Price
Unclassified	Unclassified	17	$3,000

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TRC/IU REMOTE ALLEGED SAFETY-RELATED DEFECT REPORT

TRC/IU CASE NO. 95-13

FLEET - PRIVATE VEHICLE
LOCATION [redacted], IDAHO

SUMMARY

This report concerns a motor vehicle incident involving an air bag-equipped 1994 Ford F-150, 4x4, Supercab pick-up truck and a 1988 GMC 4500, 4x2, medium duty commercial parcel van occurring on [redacted] 1995 at [redacted] m., near [redacted] Idaho at the intersection of two county roads. This incident is of special interest because it involves an individual who developed respiratory problems as a result of tending to the injured driver of the Ford pickup truck whose driver side air bag deployed in the crash.

The pickup truck was traveling east on a two-lane, undivided, county roadway when it impacted the parcel van which was traveling south on an intersecting, two-lane (one northbound, one southbound), divided, county trafficway. The pickup truck rotated approximately 90 degrees clockwise after impact and came to rest on the southeast corner of the intersection facing south. The parcel van was knocked southeastward through the southeast corner of the intersection after impact and, subsequently, impacted a chain link fence and mailbox post before rolling over. The van came to rest on its left side in the lawn of a house located at the southeast corner of the intersection heading essentially south.

The front of the pickup truck impacted the right rear of the parcel van. With no available vehicle photographs, the CDC and TDC are not estimable for the pickup truck and parcel van, respectively. No reconstruction program was used on this crash because the crash was not the subject of this investigation.

The crash occurred at an intersection approximately 91 meters (100 yards) from an individual's residence. This individual is a Registered nurse (RN) and a qualified, first aid responder. Upon her arrival at the crash site, she attempted to administer first aid by immobilizing the head and neck of the unconscious driver of the pick-up truck. The 1994 Ford F-150 was equipped with a driver supplemental restraint system (air bag) which deployed as a result of the frontal impact. The driver of the vehicle (44 year-old female) was not wearing the available, safety belts. According to this individual, as the driver began to regain consciousness and thus move about, she bent her entire torso (i.e., from the waist) through the open window of the pickup and attempted to maintain the immobilization of the driver's neck while, at the same time, verbally reassuring the driver. According to this individual, she never noticed the deployed air bag while immobilizing the driver and attending to her immediate needs; however, at this point she began to cough and experience some respiratory discomfort. She recalls smelling a strange and unfamiliar odor, but she attributed the odor to her anxiety. Subsequently, EMS personnel arrived and removed the driver through the right front passenger side door, thus enabling this individual to withdraw her whole upper body from the driver's door window. According to this individual, by the time the injured driver was placed in the ambulance, this individual was coughing almost constantly. Afterwards fire and rescue personnel told her that the driver's air bag had exploded (i.e., ruptured), and one EMT told her that he saw particles floating in the driver's area (of the vehicle's interior) when he arrived.

The driver of the pickup was listed on the Police Accident Report as sustaining an "A" (incapacitating) injury as a result of this crash. The driver (35 year-old male) of the 1988 GMC parcel van was listed on the Police Accident Report as not sustaining any injury. According to this individual, in the days and weeks that followed, she experienced numerous respiratory problems such as: coughing attacks, severe soar throat, laryngitis, bilateral ear congestion, and continued bronchial irritation.

TRC/IU REMOTE ALLEGED SAFETY-RELATED DEFECT REPORT

TRC/IU CASE NO. 95-13

FLEET - PRIVATE VEHICLE
LOCATION - [redacted] IDAHO

ACCIDENT DATA

Location/Street:	County road
City/Township:	[redacted] County, near [redacted], Idaho
Area/Type:	Rural, agricultural (according to PAR)
Accident Date/Time:	[redacted] 1995, @ [redacted] p.m.
Investigating Police Agency:	Idaho State Police
Accident Type:	Pickup / Medium Duty Parcel Van - right angle
Occupant Injury Severity (for incident):	Respiratory Infection - Not Codeable in A.I.S. '90

AMBIENT CONDITIONS

Light Conditions:	Daylight - per PAR
Weather Condition:	Cloudy, but blowing dust/sand - per PAR
Precipitation:	None - per *"good samaritan"*
Road Surface:	Dry - per PAR

ROADWAY

	Air Bag Vehicle	Vehicle #2
Location:	County Road	County Road
Number of Travel Lanes:	2-lanes, one eastbound, one westbound, undivided - per PAR diagram	2-lanes, one northbound, one southbound, divided by longitudinal barrier - per PAR box and diagram
Width:	Unknown	Unknown
Surface Type:	Asphalt - per *"good samaritan"*	Asphalt - per PAR

ROADWAY (CONTINUED)

	Air Bag Vehicle	Vehicle #2
Vertical alignment:	Level - per *"good samaritan"*	Level - per PAR
Horizontal alignment:	Straight - per PAR diagram	Straight - per PAR box and diagram
Traffic Density:	Moderate - per *"good samaritan"*	Moderate - per *"good samaritan"*
Speed Limit:	80 k.m.h. (50 m.p.h.) - per PAR	80 k.m.h. (50 m.p.h.) - per PAR
Traffic Controls:	Regulatory STOP sign - per PAR box and diagram	None - per PAR

VEHICLES

	Air Bag Vehicle	Vehicle #2
Year:	1994	1988
Make:	Ford	GMC
Model:	F150, 4x4, Supercab	4500, Medium Duty
Body Type:	2-door, pick-up	Parcel van
V.I.N.:	1FTEX14H6RK------	1GDG4T1T7JV------
Mileage:	Unknown	Unknown
Securiflex windshield:	Unlikely	Unlikely
Windshield damage/source:	Unknown	Unknown
Active Restraints:	3-point, manual, lap and shoulder belts in front outboard seating positions; lap belt only at front center position; unknown for rear bench - per Gasoline Truck Index	2-point lap belt - per PAR
Passive Restraints:	Factory installed driver supplemental restraint system (air bag)	None
Fleet:	Private vehicle	Commercial
Tow status:	Towed due to damage	Towed due to damage
Reported Defects:	None - per PAR	None - per PAR

INCIDENT SEQUENCE

This contractor was assigned to investigate an incident that involves an individual who developed respiratory problems as a result of tending to the injured driver of an air bag-equipped vehicle whose driver side air bag deployed in a crash.

PRE-CRASH: According to the Police Accident Report, the air bag vehicle (F-150 pickup) was traveling east on a two-lane, undivided, county roadway and was attempting to continue in its eastward direction of travel. Vehicle #2 (4500 medium duty parcel van) was traveling south on an intersecting, two-lane (one northbound, one southbound), divided, county trafficway and was attempting to continue in its southbound direction of travel. It is unknown which, if either, of the involved vehicles made any pre-crash avoidance maneuvers; although, it is most likely that one of them did (i.e., attempted pre-crash braking) since the *"good samaritan"* indicated that she heard a *"loud noise"*--see **Appendix B**. According to the diagram on the Police Accident Report, the air bag vehicle and vehicle #2 most likely continued essentially straight ahead prior to impact. According to the Police Accident Report, the crash occurred at the four-way intersection of the two county roads. The east/west leg is controlled by a stop sign with the north/south leg uncontrolled; both roadways have a 80 k.m.h. (50 m.p.h.) speed limit. According to the Police Accident Report, the area is considered rural/agricultural but, according to the involved *"good samaritan"*, is rapidly changing because of the numerous subdivisions being built in the area.

CRASH: According to the Police Accident Report, the front of the air bag vehicle impacted the right rear of vehicle #2 causing the driver side supplemental restraint system (air bag) to deploy. The air bag vehicle rotated approximately 90 degrees clockwise after impact and came to rest on the southeast corner of the intersection facing south. Vehicle #2 was knocked southeastward through the southeast corner of the intersection after impact and, subsequently, impacted a chain link fence and mailbox post before rolling over one quarter turn about its longitudinal axis. The van came to rest on its left side on the lawn of a house located at the southeast corner of the intersection heading essentially south.

INCIDENT: According to this individual, the crash occurred at an intersection approximately 91 meters (100 yards) from the afflicted individual's residence. She was outside her residence doing yard work when she heard a *"loud noise"* followed by a *"bang/thud"*--see **Appendix B**. This individual is a Registered nurse (RN) and a qualified, first aid responder.

According to this individual, she immediately ran to the street and surveyed the scene. After she realized the severity of the crash she proceeded back to her residence and yelled to her husband to call for help (i.e., **911**). This individual returned to the scene and saw vehicle #2 on it's side with the driver relatively unhurt and walking around. Next, she proceeded over to the air bag vehicle to check on the driver.

INCIDENT SEQUENCE (CONTINUED)

According to this individual, she could see that the driver was unconscious and needed immediate attention. The driver door of the air bag vehicle was jammed shut, but fortunately, the driver's window was open allowing this individual to be able to reach inside and immobilize the head and neck of the unconscious driver. The driver of the air bag vehicle (44 year-old female) was not wearing the available, safety belts; however, according to this individual, she never noticed the deployed air bag while immobilizing the driver and attending to her immediate needs. At this point she began to cough and experience some respiratory discomfort. She recalls smelling a strange and unfamiliar odor, but she attributed the odor to her anxiety.

According to this individual, as the driver began to regain consciousness and thus move about, she had to insert her entire torso (i.e., from the waist) through the open window of the vehicle and attempted to maintain the immobilization of the driver's neck while, at the same time, verbally reassuring the driver. Subsequently, EMS personnel arrived and removed the driver through the right front passenger side door, thus enabling this individual to withdraw her whole upper body from the driver's door window.

According to this individual, by the time the injured driver was placed in the ambulance (approximately 10 minutes), this individual was coughing almost constantly; see **Appendix C**. Afterwards fire and rescue personnel told her that the driver's air bag had exploded (i.e., ruptured), and one EMT told her that he saw particles floating in the area (of the vehicle's interior) of the injured driver and herself when he arrived.

According to the individual, upon returning to her residence she immediately used her Serevant Inhaler in an effort to reduce her respiratory discomfort. She continued to cough almost constantly and required rest for the next few days. According to this individual, in the days and weeks that followed, she experienced numerous respiratory problems (see **Appendix D**) such as: coughing attacks, severe soar throat, laryngitis, bilateral ear congestion, and continued bronchial irritation.

According to this individual, no medical treatment was sought; therefore, no medical records are available. This individual was able to supply a brief letter from her family physician (**Appendix E**) where it mentions the individual's history of allergic rhinitis and allergies to smoke, dust, and other environmental allergens. Also mentioned in the family physician's letter was a reported mild asthma attack she suffered while camping in [redacted] 1994. The physician went on to mention that on [redacted] 1995, he was treating the individual's daughter during which the individual told him of a mild asthma attack she had as a consequence of administering first aid at an automobile accident a month earlier.

INCIDENT SEQUENCE (CONTINUED)

According to the afflicted individual, with sixteen years of experience as a registered nurse, she has become an excellent diagnostician and believes that all of the respiratory discomfort she experienced from [redacted] 1995 through [redacted] 1995 were a direct result of her exposure to the deployed air bag and associated particulate matter.

GOOD SAMARITAN INJURIES

Description of Injury	A.I.S.	Source of Data	Injury Mechanism	Certainty
Respiratory illness, not further specified	Not codeable in A.I.S. '90	7	Driver's side air bag exhaust gases	{Probable}

DISCUSSION

Based on the small sample of cases this contractor has researched, individuals who suffer with asthema, allergies, and/or other previously diagnosed respiratory conditions (e.g., emphysema) are more likely than nonsuffers to experience increased respiratory problems if they are in the vicinity of a deploying air bag.

Appendix A:

POLICE ACCIDENT REPORT

State of Idaho Police Accident Report

Page 1 Of 1

Date of Collision Mo.	Day.	Yr.	Day of Collision	Time (Use 2400 Hours)	County	Agency Code	Local Code
[redacted]		95	Sun. Mon. Tues. Wed. Thurs. ✓ Fri. Sat.	[redacted]	[redacted]	[redacted]	[redacted]

City or Town	Name & No. of Street or Highway	Posted Speed
1 Miles ☒ S ☐ N ☐ E ☐ W ☐ IN ☐ OF [redacted]	ON [redacted] AVE ([redacted] EAST)	50

Non Intersection	At the Intersection of Street/Road	Posted Speed
Between Street/Road A Street/Road B	[redacted] RD ([redacted] SOUTH)	50

Distance & Direction from Cross Street or Nearest Mile Post	☐ Mile Post	R. R. Crossing #	Interchange #
— ☐ Miles ☐ Feet N S E W OF ☐ Street A ☐ Street B	—	—	—

UNIT No. 1 — ☒ Vehicle ☐ Pedestrian ☐ Pedacyclist

DRIVER

Driver's Name Last	First	Middle
[redacted]		

Street Address	City	State	Zip Code	Phone No.
[redacted] ST	[redacted]	ID	[redacted]	

Driver's License No.	State	Citation #
[redacted]	ID	NONE

Drug Reported:	Results	BAC Test Results:
—		—

OWNER

Registered Owner Last	First	Middle
[redacted]		

Address of Owner
[redacted] UT

Name of Insurance Company	Was Liability Insurance In Effect?
[redacted]	☒ Yes ☐ No

VEHICLE

Vehicle Year	Make (Dodge-Chev.)	Model (Dart-Nova)	Style (2 Dr.-Conv.)
88	GMC	TK	VAN

Vehicle Color	License Plate No.	State
BLU	[redacted]	ID

Vehicle Identification No.
1GDG4T1T7JV[redacted]

Unit Type	Unit Use	Attach. #1	Attach. #2	Towed Due to Damage	By:
7	—	—	—	☒ Yes ☐ No	[redacted]

☑ CHECK (✓) IF OPERATOR WAS DRIVING A COMMERCIAL VEHICLE

Cargo Body	# Axles	Haz-Mat #	G.V.W.R.-Power
2	2	—	

ICC#	DOT #	G.V.W.R. Trailer
—	—	—

UNIT No. 2 — ☒ Vehicle ☐ Pedestrian ☐ Pedacyclist

DRIVER

Driver's Name Last	First	Middle
[redacted]		

Street Address	City	State	Zip Code	Phone No.
[redacted]	[redacted]	ID	[redacted]	

Driver's License No.	State	Citation #
[redacted]	ID	[redacted]

Drug Reported:	Results	BAC Test Results:
—		—

OWNER

Registered Owner Last	First	Middle
SAME AS DRIVER		

Address of Owner
—

Name of Insurance Company	Was Liability Insurance In Effect?
[redacted]	☒ Yes ☐ No

VEHICLE

Vehicle Year	Make (Dodge-Chev.)	Model (Dart-Nova)	Style (2 Dr.-Conv.)
94	FORD	TK	P/U

Vehicle Color	License Plate No.	State
WHI	[redacted]	ID

Vehicle Identification No.
1FTEX14H6RK[redacted]

Unit Type	Unit Use	Attach. #1	Attach. #2	Towed Due to Damage	By:
7	—	—	—	☒ Yes ☐ No	[redacted]

☐ CHECK (✓) IF OPERATOR WAS DRIVING A COMMERCIAL VEHICLE

Cargo Body	# Axles	Haz-Mat #	G.V.W.R.-Power
—	—	—	

ICC#	DOT #	G.V.W.R. Trailer
—	—	—

Unit #	Seating	Name & Address of Persons Involved	Sex	Date of Birth	Injury	Prot. Dev.	Ejection	Extraction
1	1	SAME AS DRIVER 35	M	[redacted]	—	2	1	1
			Removed From Scene By: ☐ Amb. ☐ Police Car ☐ Heli-copter ☐ Priv. Vehicle ☒ Not Transp.					
2	1	SAME AS DRIVER 44	F	[redacted]	A	—	1	1
			Removed From Scene By: ☒ Amb. ☐ Police Car ☐ Heli-copter ☐ Priv. Vehicle ☐ Not Transp.					
—	—	—	Removed From Scene By: ☐ Amb. ☐ Police Car ☐ Heli-copter ☐ Priv. Vehicle ☐ Not Transp.					
—	—	—	Removed From Scene By: ☐ Amb. ☐ Police Car ☐ Heli-copter ☐ Priv. Vehicle ☐ Not Transp.					
—	—	—	Removed From Scene By: ☐ Amb. ☐ Police Car ☐ Heli-copter ☐ Priv. Vehicle ☐ Not Transp.					

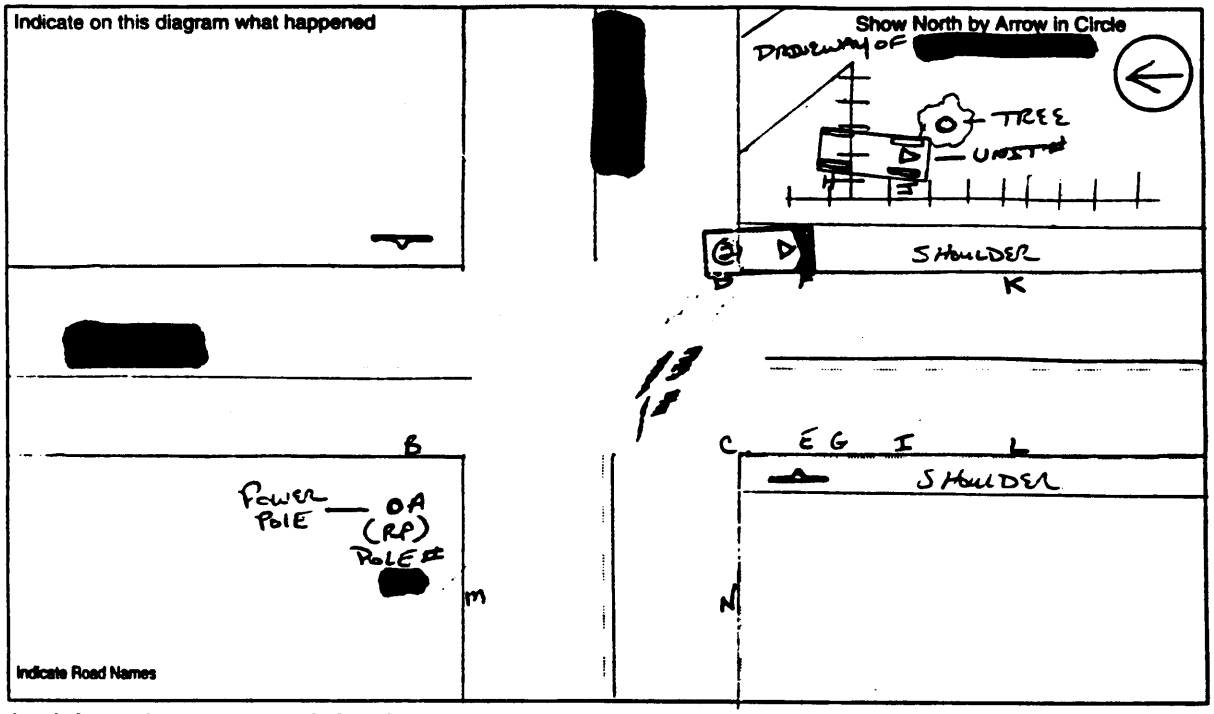
Injured Transported To:	By	EMS Dispatched / 2400 Hours	EMS Arrived / 2400 Hours	Date
[redacted]	AMBULANCE	1334	1341	04[redacted]95

#1 UNIT

58	1	1	—	[redacted]	1	1	[redacted]	13	1	[redacted]	58
45	P		—	Estimated Cost		Estimated Cost		14			—
1	P		—	7000 00		TOTALLED		22			—
—	H										—

58 ← FIRST Harmful Event	58 ← MOST Harmful Event	58 ← FIRST Harmful Event	58 ← MOST Harmful Event

Direction of Travel (If turning enter direction before turning)		**Direction of Travel** (If turning enter direction before turning)	
☐N ☐E On Street		☐N ☒E On Street	
☒S ☐W [redacted]		☐S ☐W [redacted]	
Point of Initial Impact	3	Point of Initial Impact	12
Point of Impact Principle	3	Point of Impact Principle	12
Extent of Deformity	5	Extent of Deformity	7



Other Information not covered elsewhere:

UNIT #1 WAS SOUTH BOUND ON [redacted] UNIT #2 WAS EAST BOUND ON [redacted] UNIT #2 WENT THROUGH THE STOP SIGN AND HIT THE PASSENGER SIDE OF UNIT #1. UNIT #1 HIT A CHAIN LINK FENCE AND ROLLED ONTO IT'S DRIVERS SIDE.

BP= A-B= S 4° E, B-C= 67° S, C-D= 21° E, B-E= 78° S, E-F= 24° E, B-G= 89° S, G-H= 49° E, B-I= 101° S, I-J= 42° E, K-L= 25° E, M-N= 27°

Property Damage (Name of Object Struck - Owner's Name & Address) CHAIN LINK FENCE (7 POSTS, 63' OF FENCE/3' HIGH) MAILBOX POST [redacted] IF — Estimated Damage $ 300 00

Witnesses:

Name	Address	State	Phone
NONE			

Name	Address	State	Phone

X	Investigating Officer's Name & Rank	Badge or ID No.	Date of Report	Photos	Approved By	Date
	[redacted]	[redacted]	[redacted] 95	Y ☒ N ☐	[redacted]	[redacted]

Police Dispatched	Police Arrived
[redacted] 2400 Hours	[redacted] 2400 Hours

★ Send ORIGINAL to: Office of Highway Safety
P. O. Box 7129
Boise, Idaho 83707-1129

Appendix B:

STATEMENT OF GOOD SAMARITAN

On [redacted] 1995, while weeding in my garden at about [redacted] p.m., I heard a loud noise and then a bang/thud. This noise was coming from a busy intersection just three houses east of us or approximately 100 yards. Automobile accidents occasionally occur because people driving down our street do not always obey the stop sign when approaching it. Because my husband was home ill from work and I am a qualified first aid responder, I quickly ran about 50 feet to view the accident scene. After realizing that an ambulance would probably be needed, I ran back to our house and instructed my husband to call "911" for an ambulance.

I then ran as quickly as possible to the accident scene. As I approached the scene, I quickly assessed everything and found that a pickup truck had run through the stop sign and hit a large [redacted] Service truck and knocked it on its side. The [redacted] man was unhurt but the driver of the pickup had not worn her seat belt and was injured. The driver's door on the pickup was jammed shut and I could tell that the driver had head and facial injuries with possible neck injuries. She was unconscious upon my arrival and, since the other driver was O.K., I immediately attended to her needs.

Fortunately, I had just put on a pair of clean extra long Playtex gloves (as I prepared to work in the garden). There was no one else at the scene that identified themselves as a first aider and I felt that the lady in the pickup needed immediate care. Since the driver's window was down, I reached in through it and quickly immobilized this woman's head and neck. As she began to regain consciousness a few mintues later, I had to literally place my entire head and body (to my waist) inside the truck just in front of her head to continue talking to her and to maintain the neck immobilization. It was at this time that I began to cough and experience some respiratory discomfort. I did notice a strange and unfamiliar odor but just attributed it to anxiety. The driver required a great deal of verbal reorientation and physical restraint until EMS personnel arrived a few minutes later.

After immobilizing her and attending to her immedate needs, three EMS rescuers were able to remove her on a backboard from the passenger side of the vehicle. Once she was placed on the backboard, I was able to withdraw my head from inside of the vehicle. By the time this patient was placed in the ambulance, I was coughing almost constantly. Fire and rescue personnel told me that they noticed that the driver's air bag (the only one in the victim's vehicle) had exploded. One EMT that I spoke with told me that he saw particles floating in the area of the victim and myself when he arrived.

I roughly estimate that I was exposed to these particles for about ten minutes or so. Since my head and face were only about six to twelve inches from the exploded air bag, I probably received **more** of the particulate matter than the victim did. After the ambulance left the scene, I returned home and immediately used my Serevent Inhaler in an effort to reduce my respiratory discomfort. I continued to cough almost constantly and required rest for the remainder of the day and also for the next few days.

Attached is a list of significant symptoms and illnesses that I experienced after aiding this victim. Because I am usually **very healthy** and suffer very infrequently from respiratory illnesses, I felt that these respiratory infections were a direct result of my first aid response at the above-mentioned vehicular accident. In an effort to try and find out what materials are contained in air bags, I contacted the appropriate automobile dealer, several medical personnel and, finally, someone from the National Transportation Safety Hotline in Washington D.C.

As a registered professional nurse with sixteen years of experience, I felt the need to provide information on this incident to the appropriate agency so that follow up studies can be done. I am an excellent diagnostician and feel sure that all of the symptoms that I have experienced since [redacted] 1995 are related to my exposure from this exploded air bag and associated particulate matter. No one else in my family has had any symptoms that are similar to mine and I am not in close enough proximity to others to be exposed to respiratory illnesses. Attached, you will find a brief synopsis of these illnesses that I have experienced since the accident on [redacted] 1995.

_____

, RN, BSN

, Idaho [redacted]

[redacted], 1995

Attachment

cc: File

Appendix C:

STATEMENT OF INCIDENT EYEWITNESS

[redacted] 1995

To Whom It May Concern:

On [redacted] 1995, we had a wreck on the corner of [redacted] and [redacted] involving a [redacted] truck and a pick-up. I ran out and saw that [redacted] was there helping. She had a coughing spell and couldn't talk for a few minutes because of her cough.

[redacted]

[redacted], Idaho [redacted]

Appendix D:

GOOD SAMARITAN'S LISTING OF INCIDENT-RELATED ILLNESSES

ILLNESSES FOR

DATE OF ACCIDENT: [redacted]1995

[redacted] 1995 -- Spoke with my physician (during my daughter's visit) regarding an upper respiratory infection that had not responded to humidification, decongestants and rest. (Amoxicillin taken orally.)

[redacted] -- URI symptoms and cough better.

[redacted] -- URI symptoms and cough again; also with severe sore throat. Treatment as before with humidification, decongestants and rest.

[redacted] -- Symptoms much worse and now with laryngitis. Continued use of OTC medicines, Tylenol and humidification.

[redacted] -- Symptoms better. No further cough.

[redacted] -- Symptoms of URI begin again including cough and sore throat. Now, also with bilateral ear congestion and continued bronchial irritation that resulted in an almost continuous cough for one to two weeks.

[redacted] -- No further URI symptoms.

Note: I have not had any further episodes since [redacted] (as noted above).

Important Medical History Includes:

Allergic Rhinitis -- Treated with OTC antihistamines and biweekly allergy injections (for about two years). No injections for about ten years. Since moving here in 1991, I have been bothered only several times with my allergies.

NO history of asthma other than a mild episode while camping in [redacted] 1994.

I was a participant in a (Government) National Health Survery during the 60's on two different occasions. I had good respiratory function and test results.

Appendix E:

FAMILY PHYSICIAN'S KNOWLEDGE OF INCIDENT

[redacted] 1995

Patient:
Date of Birth:
Social Security #:

[redacted] has reported to me that she has a history of allergic rhinitis and allergies to smoke, dust, and other environmental allergens that have been previously treated with antihistamines, Beconase and Seldane.

She also reported to me that she had suffered a mild asthma attack after being exposed to large amounts of dust while camping in [redacted] 1994. Prior to this time, she states that she has had no symptoms of asthma. I provided her with a Serevent inhaler to use as needed which she states has been used only a few times.

On [redacted] 1995, [redacted] brought her daughter in for treatment of an illness. While talking with her during this visit, she told me that she had been ill with symptoms of an upper respiratory illness for more than a week which had not responded to use of decongestants, humidifier, fluids and rest. At this time, I provided her with a prescription for Amoxicillin 500mg (one three times daily) to which she reported an improvement in her condition within a few days. I also provided her with a Proventil inhaler to use as needed because she related to me that she had another mild asthma attack that was a consequence of administering first aid at an automobile accident about one month prior.

_____

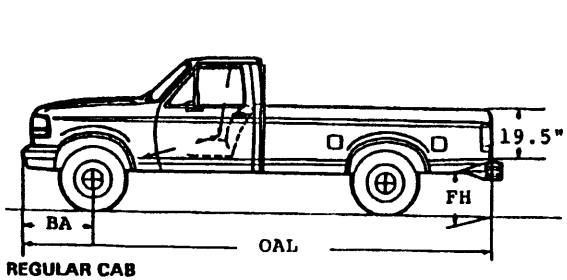
, M.D.

, Idaho [redacted]

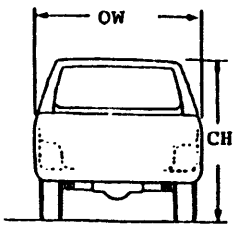
Appendix F:

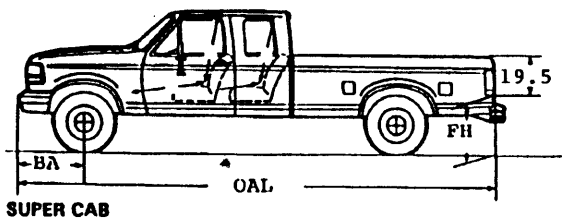
AIR BAG VEHICLE: ORIGINAL SPECIFICATIONS

FORD F SERIES PICKUPS



REGULAR CAB





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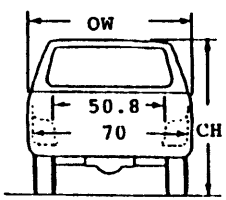
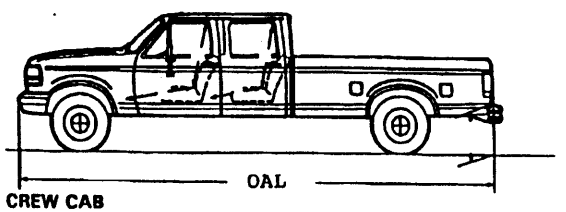
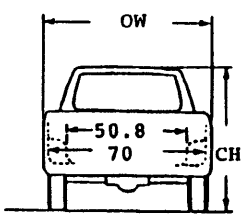




CREW CAB



FORD

FORD F-150 SERIES 4x2 PICKUPS

GVW Ratings: 5,250-6,250 Lbs.

ENGINE: Standard: 4.9L (300 cid) EFI IL-6, 145 GHP @ 3400 RPM, 265 GT
Optional: 5.0L (302 cid) EFI V-8, 195 GHP @ 3800 RPM, 270 GT
5.8L (351 cid) EFI V-8, 210 GHP @ 3600 RPM, 335 GT

MODELS AVAILABLE: Regular Cab - 116.8" wb. SRW Styleside Pickup, 6'10" box
Regular Cab - 133" wb. SRW Styleside Pickup, 8' 2" box
SuperCab - 138.8" wb. SRW Styleside Pickup, 6' 10" box
SuperCab - 155" wb. SRW Styleside Pickup, 8' 2" box
(Reg. Cab 116.8" or SuperCab 138.8" wb. Flareside body)

GVW RATING	MINIMUM EQUIP. REQUIRED FOR GVW RATING
5,250 lbs.	Standard - 117" wb., Regular Cab, 1,350 lb. payload
5,450 lbs.	Standard - 133" wb., Regular Cab, 1,470 lb. payload
6,050 lbs.	Standard - 139" wb., SuperCab, 1,850 lb. payload
6,100 lbs.	Opt.- 117" wb., Reg.Cab, 1,362.5 lb. front & 1,900 lb. rear springs, 2,170 lb. payload, P235/75R15XL tires.
6,250 lbs.	Standard - 155" wb., SRW SuperCab, 1,925 lb. payload
6,250 lbs.	Optional - 133" wb. Reg.Cab, w/1,900 lb. rear springs, 2,265 lb. payload & P235/75R15XL tires.

CURB WEIGHTS & DIMENSIONS: (Standard equipment, fuel, water, & oil)

CAB	WB	CH	OAL	OW	FH	BA	Front	Rear	Total	Turn dia.
Regular	116.8	70.8	197.1	79	30.2	33.5	2,227	1,669	3,896	42.25'
Regular	133.0	70.8	213.3	79	30.2	33.5	2,311	1,669	3,980	47.01'
Super	138.8	71.7	219.1	79	30.7	33.5	2,383	1,813	4,196	48.71'
Super	155.0	71.7	235.3	79	30.7	33.5	2,475	1,846	4,321	53.48'

GENERAL SPECIFICATIONS

FRONT AXLE: Ford Twin-I-beam, Ind . Front Suspension, rated capacity 3,400 lbs.
REAR AXLE: Ford, single reduction, hypoid, rated capacity 3,800 lbs., 2.73 ratio (3.08 w/SuperCab) . Optional: 3.08, 3.55 ratios; Limited Slip differential.
SERVICE BRAKES: Hydraulic Power, self-adjusting, 10.63" ED diaphragm vacuum booster; 11.72" OD single piston, floating-caliper rotor disc front, 33.08 sq.in. lining; 11.03 x 2.25" drum rear, 94.4 sq.in. lining; Rear Anti-Lock system.
PARKING BRAKE: Cable actuation of rear brakes, foot-operated, hand release.
CLUTCH: 11" dia. single plate, 95.5 sq.in. facing area, woven non-asbestos lining. Optional: 11.6" dia. single plate, w/5.8L engine.
COOLING SYSTEM: 13 qt. cap., 510.5 sq.in. front. area radiator, 7-blade 18.5" dia. spider fan. Optional: 14, 15 or 16 qt. capacity systems
DRIVE LINE: Tubular shafts, needle bearing universal joints .
ELECTRICAL SYSTEM: 12 V syst.; 75 amp. alt.; 72 amp./hr. 650 CCA MF battery.
FRAME: 36,000 psi steel, single channel; w/Reg. cab, 6.93 x 2.19 x 0.146 side rails, 3.21 Section Modulus.; w/139" wb., 6.81 x 2.29 x 0.160" side rails, 3.35 SM; w/155" wb., 6.81 x 2.29 x 0.180" side rails, 3.79 SM.
FUEL TANK: Dual tanks, midship & aft-of-axle mounted - w/117 & 139" wbs., 34.7 gal. combined capacity; w/133 & 155" wbs., 37.2 gal. comb. cap. Optional: w/117 & 133" wbs. only, 18.2 gal. single tank, aft-of-axle mtd.
STEERING: XR-50 recirc. ball, power, ratio 17:1. Opt.: Speed Control/Tilt wheel.

FORD F-150 SERIES 4x2 PICKUPS

SUSPENSION: Front - Computer selected coil springs, 4" dia. (capacities shown as lbs. ea. @ pad/grd). w/117" wb. 1,470/1,250 lbs.; w/133" wb., 1,570/1,325 lbs.; w/139" wb., 1,570/1,362.5 lbs.; w/155" wb., 1,670/1,437.5 lbs. Rear - 2-stage, Multi-leaf, variable rate springs, 56 x 2.5", w/117 & 133" wbs., 1,375/1,595 lbs.; w/139 & 155" wbs., 1,670/1,900 lbs. Optional: Front - w/117 & 133" wbs., 1,570/1,325; 1,670/1,400 lbs.; 1,670/1,400; 1,770/1,475. w/133" wb., 1,870/1,550; 1,970/1,625; 2,100/1,725 lbs.; w/SuperCab 1,670/1,437.5; 1,770/1,512.5; 1,870/1,587.5; 1,970/1,687.5; 2,100/1,762.5 lbs. Rear - w/117" & 133" wbs., 1,670/1,900 lbs. each.

TRANSMISSION: Mazda 5-speed manual w/OD, fully synchronized, ratios 3.90, 2.25, 1.49, 1.00, 0.80, rev. 3.41. Optional: Warner 4-speed manual; Ford E4OD & AOD, 4-speed Automatics w/overdrive.

WHEELS AND TIRES: w/Reg.Cab, P215/75R-15 (w/SuperCab, P235/75R-15) front and single rear tubeless tires on 15 x 6.0" JK rims , 5-hole disc wheels.

STANDARD EQUIPMENT: Regular or SuperCab with "S" or Special trim; Dry type air cleaner; Chrome front bumper; Sound reduction pkg.; 1" front and rear hydraulic shock absorbers; 2-sp. electric windshield wiper/washer; 3-passenger bench seat (rear bench seat w/Supercab); Tinted Glass; Door mounted 5.5 x 4.25" black side mirrors; Removable tailgate; Heater/defroster; AM radio; .

OPTIONAL EQUIPMENT: Increased capacity electrical and cooling system; Air conditioning; In-box or under frame-at-rear spare tire carrier; Convenience group; XL or XLT trim pkgs.; Light Group; Sliding rear window; Captains chairs w/Supercab; Rear Jump seats w/Supercab; Handling pkg.; Wheel covers; HD Rear Susp. pkg., incl. HD shocks and Aux. rear spring; Rear argent or chrome Step-bumper; Trailer Towing/Camper pkg.; Headliner & Insulation pkg. (N/A w/Supercab); Front Stabilizer bars; Calif. emissions certification .

FORD

FORD F-150 SERIES 4x4 PICKUPS

GVW Ratings: 6,100-6,250 Lbs.

ENGINE: Standard: 4.9L (300 cid) EFI IL-6, 145 GHP @ 3400 RPM, 265 GT
Optional: 5.0L (302 cid) EFI V-8, 195 GHP @ 3800 RPM, 270 GT
5.8L (351 cid) EFI V-8, 210 GHP @ 3600 RPM, 325 GT

MODELS AVAILABLE: Regular Cab- 117" wb. SRW Styleside Pickup, 6'10" box
Regular Cab - 133" wb. SRW Styleside Pickup, 8' 2" box
SuperCab 139" wb. SRW Styleside Pickup, 6' 10" box
SuperCab 155" wb. SRW Styleside Pickup, 8' 2" box
(Reg. Cab 117" or SuperCab 139" wb. Flareside body style)

GVW RATING	MINIMUM EQUIPMENT REQUIRED FOR GVW RATING
6,100 lbs.	Standard - 4x4 117" wb. SRW Regular Cab, 2,070 lb. payload
6,250 lbs.	Standard - 4x4 133" wb. SRW Regular Cab, 1,980 lb. payload
6,250 lbs.	Standard - 4x4 139" wb. SRW SuperCab, 1,815 lb. payload
6,250 lbs.	Standard - 4x4 155" wb. SRW SuperCab, 1,670 lb. payload

CURB WEIGHTS & DIMENSIONS: (Standard equipment, fuel, water, & oil)

CAB	WB	CH	OAL	OW	FH	BA	Front	Rear	Total	Turn dia.
Regular	116.8	73.7	197.1	79	33.5	33.5	2,383	1,647	4,030	42.42'
Regular	133.0	73.7	213.3	79	33.5	33.5	2,520	1,749	4,269	47.20'
Super	138.8	73.9	219.1	79	33.4	33.5	2,580	1,855	4,435	48.94'
Super	155.0	73.9	235.3	79	33.4	33.5	2,687	1,891	4,578	53.71'

FORD F-150 SERIES 4x4 PICKUPS

GENERAL SPECIFICATIONS

FRONT AXLE: Dana 44-IFS, single reduction driving axle, rated capacity 3,800 lbs., avail ratios 3.07, 3.54, 4.09, manual control front hubs.

REAR AXLE: Ford, single reduction, hypoid, rated capacity 3,800 lbs., 3.08 (3.55, 4.10 opt.). Optional: Limited slip axle differential.

SERVICE BRAKES: Hydraulic Power, self-adjusting, 10.63" ED diaphragm vacuum booster; 11.72" OD single piston, floating-caliper rotor disc front, 33.08 sq.in. lining area; 11.03 x 2.25" drum rear, 94.4 sq.in. lining; Rear anti-lock brakes.

PARKING BRAKE: Cable actuation of rear brakes, foot-operated, hand release.

CLUTCH: 11" dia., 95.5 sq. in. facing area, woven non-asbestos lining. Optional: 11.6" dia. clutch w/5.8L engine.

COOLING SYSTEM: 13 qt. cap., 510.5 sq.in. front. area radiator, 5-blade 18.5" dia. spider fan. Optional: 14, 15 or 16 qt. capacity systems

DRIVE LINE: Tubular shafts, needle bearing universal joints .

ELECTRICAL SYSTEM: 12 V syst; 75 amp. alt.; 72 amp/hr 650 CCA MF battery.

FRAME: 36,000 psi steel single channel; w/117 & 133" wbs., 6.93 x 2.19 x 0.146" side rails, 3.21 Section Modulus; w/138.8" wb., 6.81 x 2.29 x 0.160" side rails, 3.35 SM; w/155" wb., 6.81 x 2.29 x 0.180" side rails, 3.79 SM.

FUEL TANK: Dual tanks, midship & aft-of-axle mounted - w/117 & 139" wbs., 34.7 gal. combined capacity; w/133 & 155" wbs., 37.2 gal. comb. cap. Optional: w/117 & 133" wbs. only, 18.2 gal. single tank, aft-of-axle mtd.

STEERING: XR-50 recirc. ball, power, ratio 17:1. Opt.: Speed control/Tilt wheel.

SUSPENSION: Front - Computer selected coil springs, 4" dia. (capacities shown as lbs. ea. @ pad/grd). w/117" wb. 1,492/1,262.5 lbs; w/133" wb., 1,642/1,400 lbs.; w/139" & 155" wbs., 1,750/1,550 lbs. Rear - 2-stage, Multi-leaf, variable rate springs, 56 x 2.5", 1,654/1,888 lbs. Optional: Front - w/117" wb., 1,642/1,350 lbs.; 1,750/1,450 lbs.; 1,858/1,525 lbs.; 1,962/1,625 lbs.; w/133" wb., 1,750/1,475 lbs.; 1,858/1,562.5 lbs.; 1,966/1,662.5 lbs.; 2,069/1,750 lbs.; 2,268/1,900 lbs.; w/139 & 155" wbs., 1,858/1,637.5 lbs.; 1,966/1,725 lbs.; 2074/1,812.5 lbs. each @ pad/ground.

TRANSFER CASE: Warner 13-56, 2-speed part-time, ratios 2.69 and 1.00.

TRANSMISSION: Mazda 5-speed manual w/OD, fully synchronized, ratios 3.90, 2.25, 1.49, 1.00, 0.80, rev. 3.41. Optional: Warner 4-speed manual; Ford E4OD & AOD, 4-speed Automatics w/overdrive.

WHEELS AND TIRES: Five P235/75R-15XL front and single rear tubeless tires on 15 x 6" J rims, 5-hole disc wheels.

STANDARD EQUIPMENT: Regular or SuperCab with "S" or Special trim; Dry type air cleaner; Chrome front bumper; 1.19" front and rear gas shock absorbers; 2-sp. electric windshield wiper/washer; Fuel tank & transfer case skid plates; Automatic locking front hubs; 3-passenger bench seat (rear bench seat w/Supercab); Tinted Glass; Door mounted 5.5 x 4.25" black side mirrors; Removable tailgate; Heater/defroster; AM radio.

OPTIONAL EQUIPMENT: Increased capacity electrical and cooling system; Air conditioning; In-box or under frame-at-rear spare tire carrier; Manual locking front hubs; Convenience group; XL or XLT trim pkgs.; Light Group; Sliding rear window; Captains chairs w/Supercab; Rear Jump seats w/Supercab; Handling pkg.; Wheel covers; HD Rear Susp. pkg., incl. HD shocks and Aux. rear spring; Rear argent or chrome Step-bumper; Trailer Towing/Camper pkg.; Headliner & Insulation pkg. (N/A w/Supercab); Front Stabilizer bars; Calif. emissions certification .