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DISCLAIMER

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15. Supplementary Notes

Each crash represents a unique sequence of events and generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicles or their safety systems. This report and associated case data are based on information available to the Special Crash Investigation team on the date this report was submitted.

16. Abstract

This report documents the on-site investigation of an alleged rupture of the driver's frontal air bag inflator of a 2002 Honda CR-V that resulted in fatal injuries to the driver. This crash occurred on a straight, two-lane, U.S. highway. The Honda was a 4-door SUV equipped with dual-stage frontal air bags and front seat-mounted side impact air bags. A belted 58-year-old female driver and belted 46-year-old male front row passenger occupied the vehicle. The Honda was traveling in the southbound lane with a 2013 Lexus ES 350 behind it. A 2007 Ford Taurus was traveling in the northbound lane. According to the police crash report the driver had recently stolen the Ford, was under the influence of drugs, and was traveling at a high rate of speed. The Ford crossed into the southbound lane, striking the frontal corner of the Honda (Event 1), deploying both of the Honda's frontal air bags and the driver's seat-mounted side impact air bag. The Ford rotated counterclockwise from the impact with the Honda. The driver of the Lexus steered left to avoid impact with the Ford but was unsuccessful. The back plane of the Ford struck the right plane of the Lexus (Event 2), which departed the east side of the roadway. Its front plane struck a tree (Event 3), where it came to final rest, heading southeast. The Honda came to final rest in a ditch on the west side of the road heading northeast. The Ford came to final rest in the southbound lane heading southwest. The Honda driver sustained critical injuries and was transported by ambulance to a hospital where she was pronounced deceased. The front row passenger of the Honda sustained police-reported "A" (incapacitating) injuries and was transported by ambulance to a hospital where he was treated in the emergency room, then transferred to a trauma center and hospitalized. The driver of the Ford sustained fatal injuries and was pronounced deceased at the crash scene. The SCI inspection of the Honda revealed no evidence of a rupture of either frontal air bag inflator. The condition of the material of each air bag and the air bag modules indicated that a normal deployment of each air bag occurred during this crash.

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TABLE OF CONTENTS

BACKGROUND **1**

CRASH SUMMARY **2**

Crash Site 2
Pre-Crash 2
Crash 2
Post-Crash 3

2002 HONDA CR-V **3**

Description 3
Exterior Damage 4
Event Data Recorder 4
Interior Damage 4
Manual Restraint Systems 4
Supplemental Restraint Systems 5
NHTSA Recalls And Investigations 5
Potential Air Bag Inflator Rupture Discussion 6

2002 HONDA CR-V OCCUPANTS **7**

Driver Demographics 7
Driver Injuries 7
Driver Kinematics 10
Front Row Right Occupant Demographics 10
Front Row Right Occupant Injuries 11
Front Row Right Occupant Kinematics 11

2007 FORD TAURUS **12**

Description 12
Exterior Damage 12
Occupant Data 12

2013 LEXUS ES 350 ..... **12**

Description 12
Exterior Damage 12
Occupant Data 12

CRASH DIAGRAM **13**

Special Crash Investigations
On-Site Alleged Air Bag Inflator Rupture Crash Investigation
Office Of Defects Investigation
Case Number - IN17015
Vehicle: 2002 Honda CR-V
Location: Indiana
Crash Date: January 2016

BACKGROUND

This report documents the on-site investigation of an alleged rupture of the driver's frontal air bag inflator of a 2002 Honda CR-V (**Figure 1**) that resulted in fatal injuries to the driver. This investigation was initiated by the National Highway Traffic Safety Administration in March 2017 and assigned to the Special Crash Investigation (SCI) team at the Indiana University Transportation Research Center. This crash involved the Honda, a 2007 Ford Taurus, and a 2013 Lexus ES 350. The crash occurred during the morning in January 2016 and was investigated by a local police agency. The Honda was inspected in May 2017. The crash scene was inspected in July 2017.

Figure 1: The damaged 2002 Honda CR-V.

This crash occurred on a straight, two-lane, U.S. highway. The Honda was a 4-door SUV equipped with dual-stage frontal air bags and front-seat-mounted side impact air bags. A belted 58-year-old female driver and belted 46-year-old male front row passenger occupied the vehicle. The Honda was traveling in the southbound lane and the Lexus was traveling south behind the Honda. The Ford was traveling in the northbound lane. The Ford traveled into the southbound lane, which resulted in a frontal corner to frontal corner impact with the Honda (Event 1). The impact resulted in deployment of both of the Honda's frontal air bags and the driver's seat-mounted side impact air bag. The Ford rotated counterclockwise from the impact with the Honda and the driver of the Lexus initiated a left steering maneuver in an attempt to avoid impact with the Ford. The steering maneuver was unsuccessful and the back plane of the Ford struck the right plane of the Lexus (Event 2). The Lexus then departed the east side of the roadway and its front plane struck a tree (Event 3) and the vehicle came to final rest heading southeast. The Honda came to final rest in a ditch on the west side of the road heading northeast. The Ford came to final rest in the southbound lane heading southwest. The driver of the Honda sustained critical injuries and was transported by ambulance to a hospital where she was pronounced deceased. The front row passenger of the Honda sustained police-reported "A" (incapacitating) injuries and was transported by ambulance to a hospital where he was treated in the emergency room, then transferred to a trauma center and hospitalized. The driver of the Ford sustained fatal injuries and was pronounced deceased at the crash scene. The driver of the Lexus was uninjured. All three vehicles were towed from the crash scene.

The SCI inspection of the Honda revealed no evidence of a rupture of either frontal air bag inflator. The condition of the material of each air bag and the air bag modules indicated that a normal deployment of each air bag occurred during this crash.

CRASH SUMMARY

Crash Site

This crash occurred during dark, early morning on a straight, two-lane, U.S. highway. The weather conditions were light rain with moderate visibility, temperature of 6.7 °C (44 °F), and dew point of 6.1 °C (43 °F), according to local weather reports. The roadway traversed in a north/south direction and had one 3.8 m (12.5 ft) wide bituminous through lane in each direction. Each side of the roadway was bordered by a 0.8 m (2.6 ft) wide bituminous shoulder and a ditch. A single family residence on a partially wooded lot was located on the east side of the roadway. The roadway pavement markings consisted of solid white edge lines and a double-yellow center line. The speed limit was 89 km/h (55 mph). The crash diagram is included at the end of this report.

Pre-Crash

The Honda was traveling in the southbound lane (**Figure 2**) and the Lexus was traveling south behind the Honda. The Ford was traveling in the northbound lane (**Figure 3**). The driver of the Ford had just stolen the vehicle from a residence a few miles south of the crash scene, according to the police crash report. The report also stated that the driver was traveling at a high rate of speed and was under the influence of methamphetamine. The Ford traveled into the southbound lane as it approached the Honda.

Figure 2: Southbound approach of the Honda.

Figure 3: Northbound approach of the Ford.

Crash

The front left corner of the Ford struck the front left corner of the Honda (**Figure 4**, Event 1). The force direction on the Honda was in the 12 o'clock sector and the impact resulted in deployment of both frontal air bags. The "missing vehicle" algorithm of WinSMASH calculated the total delta V as 76 km/h (47 mph). The longitudinal and lateral velocity changes were -76 km/h (-47 mph) and 0 km/h, respectively. WinSMASH calculated the Ford's total delta V as 83 km/h (52 mph). The longitudinal and lateral velocity changes were -82 km/h (-51 mph) and -14 km/h (-9 mph), respectively. The results were considered borderline because the Ford was not inspected.

The Ford rotated counterclockwise from the impact and the driver of the Lexus initiated a left steering maneuver in an attempt to avoid impact with the Ford. The back plane of the Ford then struck the right plane of the Lexus (Event 2). The Lexus departed the east side of the road and traveled through the yard of a single family residence where its front plane struck a tree (Event 3), and the vehicle came to final rest heading southeast. The Honda rotated counterclockwise an estimated 120 degrees following the impact with the Ford and departed the west side of the road, coming to final rest in a ditch heading northeast. The Ford rotated counterclockwise an estimated total of 115 degrees during the crash sequence and came to final rest in the southbound lane heading southwest.

Figure 4: Damage to the front plane of the Honda from the impact with the Ford.

Post-Crash

The police were notified of the crash and arrived on scene in minutes. Emergency responders used a hydraulic rescue tool to remove the driver's door from the Honda. They then removed the driver from the vehicle and transported her to a hospital where she was pronounced deceased. Emergency responders removed the front row passenger of the Honda from the vehicle through the right front door. He sustained police-reported "A" (incapacitating) injuries and was transported by ambulance to a hospital where he was treated in the emergency room and then transferred to a trauma center and hospitalized. The driver of the Ford sustained fatal injuries and was pronounced deceased at the crash scene. The driver of the Lexus was uninjured. All three vehicles were towed from the crash scene.

2002 HONDA CR-V

Description

The Honda was an all-wheel drive, 5-occupant, 4-door SUV with the VIN JHLRD78892Cxxxxxx that was manufactured in October 2001. The vehicle was equipped with a 2.4-liter, I-4 engine, 4-speed automatic transmission, and 4-wheel antilock brakes with electronic brake force distribution. The vehicle was also equipped with dual-stage frontal air bags and front-seat-mounted side impact air bags. The vehicle's specified wheelbase was 263 cm (103.5 in).

The vehicle manufacturer's recommended tire size was P205/70R15. The vehicle was equipped with Goodyear Integrity tires size P215/70R15 on the left front, right front, and left rear wheels and a Sumitomo tire size P215/70R15 on the right rear wheel. The tread was in poor condition on the front tires and fair condition on the rear tires. The vehicle manufacturer's recommended cold tire pressure for the front and rear tires was 179 kPa (26 psi).

The front row was equipped with driver and passenger cloth-covered bucket seats with adjustable head restraints. The second row was equipped with a cloth-covered split bench seat with adjustable head restraints in the outboard seating positions. The front row seat tracks were adjusted between the middle and rear-most positions. The driver's seatback was slightly reclined and the top of the head restraint was located 26 cm (10.2 in) above the top of the seatback. At inspection, the front row passenger's seatback was fully reclined. Its recline position at the time of the crash is not known. The top of the front row passenger's head restraint was located 21 cm (8.3 in) above the top of the seatback. The remaining seats were unoccupied at the time of the crash.

Exterior Damage

The Honda sustained direct damage to the front and left planes during the impact with the Ford. The front bumper, left headlamp/turn signal assembly, and hood were directly damaged. The direct damage also involved the left fender, left A-pillar, and left front door. The direct damage on the front plane began at the left corner of the front bumper and extended 61 cm (24.0 in) to the right across the front plane. The Field L was 60 cm (23.6 in). The crush measurements were taken on the bumper bar and the maximum residual crush was 94 cm (37.0 in) occurring 72 cm (28.3 in) left of the vehicle's centerline. The crush values were: C1 = 94 cm (37.0 in), C2 = 82 cm (32.3 in), C3 = 69 cm (27.2 in), C4 = 57 cm (22.4 in), C5 = 38 cm (15.0 in), C6 = 12 cm (4.7).

Damage Classification: The Collision Deformation Classification (CDC) was 12FDEW5 (0 degrees).

Event Data Recorder

The Honda was not equipped with an event data recorder that was supported by the Bosch Crash Data Retrieval (CDR) tool.

Interior Damage

The interior of the Honda sustained severe damage from intrusion into the driver's seating area. The left A-pillar, instrument panel and toe pan intruded longitudinally an estimated 20 cm (7.9 in), while the side panel forward of the A-pillar and the sill intruded laterally approximately 15 cm (5.9 in). Evidence of occupant contact consisted of a deformed lower half of the steering wheel rim that resulted from the driver's chest loading through the deployed frontal air bag and contacting the steering wheel. The lower left and center instrument panel were fractured and deformed by contact from the driver's left and right knees, respectively. The glove box door was dented from contact by the front passenger's knees. The left front and rear doors were jammed shut. The left front door was removed from the vehicle by emergency responders with a hydraulic rescue tool to extricate the driver from the vehicle. The right front and right rear doors remained closed and operational. Large amounts of crash debris and separated vehicle components were placed in the Honda. This, in conjunction with the passage of time between the crash date and the SCI inspection, masked and eradicated potential evidence of occupant contact.

Manual Restraint Systems

The front row was equipped with lap and shoulder seat belts with sliding latch plates and adjustable upper anchors. The driver's and front passenger's upper anchors were each adjusted to

the full-down position. The second row seating positions were equipped with lap and shoulder seat belts with sliding latch plates and fixed upper anchors. Both front row seat belt systems were equipped with retractor pretensioners that actuated during the crash.

The driver's seat belt was cut by emergency responders and the latch plate remained in the buckle, indicating the driver was restrained at the time of the crash. The front row passenger was restrained at the time of the crash as evidenced by heavy load marks on the latch plate belt guide.

Supplemental Restraint Systems

The Honda was equipped with dual-stage frontal air bags and front-seat-mounted side impact air bags. Both frontal air bags and the driver's seat- mounted side impact air bag deployed during the crash.

The driver frontal air bag (**Figures 5 -7**) was measured to be 56 cm (22.0 in) in diameter. The passenger's frontal air bag was measured to be 70 cm (27.6 in) tall and 61 cm (24.0 in) wide. At the time of inspection, there were no puncture holes located on the driver's frontal air bag or passenger's frontal air bag.

Figure 5: Honda's driver's frontal air bag.

NHTSA Recalls And Investigations

A search on nhtsa.gov/recalls was performed on January 30, 2020, for recall information on the 2002 Honda CR-V that is the subject of this investigation. The website identified three open recalls for this vehicle. Of those three, two were related to the vehicle's frontal air bag system: one for the driver's air bag (recall date: May 27, 2015) and one for the front passenger's air bag (recall date: October 2, 2015). The NHTSA and manufacturer's recall numbers for the front passenger's air bag were 15V-370 and JU6, respectively. Each recall indicated that the air bag inflator could rupture and break apart when deploying during a crash, sending metal fragments through the air bag material towards the occupants causing serious injuries. The status of each recall was reported as incomplete.

Figure 6: Driver's frontal air bag, top back portion.

A Carfax report was also obtained for the 2002 Honda CR-V. It reported that there were three owners of the vehicle, with the third owner possessing the vehicle at the time of this crash. There were no crashes reported for the first and second owners. The third owner purchased the vehicle in July 2015. The Carfax report showed recalls for the driver frontal airbag and passenger frontal air bag. The detailed Carfax history section reported only routine vehicle maintenance.

Potential Air Bag Inflator Rupture Discussion
SCI conducted inspections of both frontal air bags of the Honda in conjunction with the inspections performed by two consultants hired by the attorney representing the driver and front passenger of the Honda. Neither Honda nor Takata representatives were present at the inspection. As a result, the attorney's consultants conducted no disassembly to access the inflators of either frontal air bag. The inspection was therefore limited to observations of the condition of the air bag flaps and the material of each air bag. The inspection revealed that the cover flaps of each air bag opened at the designated tear seams and were undamaged. There was no damage to the vinyl surrounding the driver's air bag module cover flaps or the instrument panel surrounding the passenger's frontal air bag module. Inspection of the front and back of driver's and passenger's frontal (**Figures 8-9**) deflated air bags revealed no holes, tears, or damage to the air bag material. In summary, the inspection revealed no evidence to indicate that a rupture of either frontal air bag inflator occurred in this crash.

The serial numbers for the driver's frontal air bag were as follows.

BBN2624 PF1701A-3 220801-T S516093

The driver's air bag inflator was not accessible.

The serial numbers on the passenger's frontal air bag inflator were observed through an opening in the instrument panel and are as follows.

SRS 77850-S9A-A81M-
D090151269*PEMBF055*J22
No manufacturer name could be seen.

The serial numbers for the passenger's frontal air bag are as follows.
BBN3236PH1726 A-2 090801-P

It was determined subsequent to the SCI vehicle inspection though communication with the attorney

Figure 7: Driver's frontal air bag, bottom back portion.

Figure 8: Honda's front passenger's frontal air bag.

Figure 9: Back of front passenger's frontal air bag.

representing the driver and passenger of the vehicle that Honda representatives would not be conducting an inspection of the vehicle and air bag inflators since there were no findings of punctures to the material of either air bag.

2002 HONDA CR-V OCCUPANTS

Driver Demographics

Age/sex:	58 years/female
Height:	168 cm (66 in)
Weight:	73 kg (160 lb)
Eyewear:	Unknown
Seat type:	Bucket
Seat track position:	Between middle and rear-most
Manual restraint usage:	Lap and shoulder seat belt
Usage source:	Vehicle inspection
Air bags:	Frontal and seat-mounted side impact, both deployed
Alcohol/drug involvement:	BAC=.11 g/dL
Egress from vehicle:	Removed by emergency responders
Transport from scene:	Ambulance
Medical treatment:	Pronounced deceased at hospital

Driver Injuries

Injury No.	Injury	Injury Severity AIS 2015	Involved Physical Component (IPC)	IPC Confidence Level
1	Basilar subarachnoid hemorrhage covering the brainstem and portions of the cerebellum	140210.5	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub Tertiary: Front – Steering wheel hub/spoke	Probable Probable Probable
2	Ruptured left hemi-diaphragm with herniation of stomach	440610.4	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub Tertiary: Front – Steering wheel hub/spoke	Certain Certain Certain
3	Bilateral rib fractures: right 2-12, left 2-10	450203.3	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub	Certain Certain Certain

Injury No.	Injury	Injury Severity AIS 2015	Involved Physical Component (IPC)	IPC Confidence Level
			Tertiary: Front – Steering wheel hub/spoke	
4	Left hemothorax	442200.3	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub Tertiary: Front – Steering wheel hub/spoke	Certain Certain Certain
5	Lacerated vena cava at base of right atrium	421802.3	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub Tertiary: Front – Steering wheel hub/spoke	Certain Certain Certain
6	Laceration of pericardial sac	441602.2	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub Tertiary: Front – Steering wheel hub/spoke	Certain Certain Certain
7	Transverse sternum fracture	450804.2	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub Tertiary: Front – Steering wheel hub/spoke	Certain Certain Certain
8	Extensive peri-pancreatic hemorrhage	542814.3	Tandem IPC Initial: Interior – Shoulder portion of belt restraint Secondary: Left Air Bag – Steering wheel hub Tertiary: Front – Steering wheel hub/spoke	Certain Certain Certain
9	Extensive lacerations of the small bowel	541420.2	Isolated Interior - Lap portion of belt restraint	Certain

Injury No.	Injury	Injury Severity AIS 2015	Involved Physical Component (IPC)	IPC Confidence Level
10	Extensive lacerations of the colon	540820.2	Isolated Interior - Lap portion of belt restraint	Certain
11	Extensive lacerations of the sigmoid mesentery	542020.2	Isolated Interior - Lap portion of belt restraint	Certain
12	Lacerations to underside of liver	541820.2	Isolated Front – Steering wheel hub/spoke	Certain
13	Hemorrhage in intrinsic muscles of larynx	340202.2	Isolated Front – Steering wheel hub/spoke	Probable
14	Displaced closed fracture of mid right humerus	751221.2	Isolated Other front object (specify): Instrument panel-mounted shift lever	Probable
15	Non-displaced closed fracture of left ulna	753200.2	Isolated Front - Left instrument panel	Probable
16	Dislocation of right ankle at tibiotalar joint	877130.2	Isolated Floor – Foot controls including parking brake	Certain
17	Contusion to left breast	410402.1	Isolated Interior – Shoulder portion of belt restraint	Certain
18	Contusion to abdomen	510402.1	Isolated Interior - Lap portion of belt restraint	Certain
19	Contusion to right pelvic area	810402.1	Isolated Interior - Lap portion of belt restraint	Certain
20	Laceration to right knee	810600.1	Isolated Front - Left lower instrument panel (includes knee bolster)	Certain
21	Abrasions to right knee	810202.1	Isolated Front - Left lower instrument panel (includes knee bolster)	Certain
22	Abrasions to abdominal wall	510202.1	Isolated Interior - Lap portion of belt restraint	Certain

Source: Emergency room records and autopsy report (internal).

Driver Kinematics

The driver of the Honda was restrained by the manual lap and shoulder seat belt system. The seat track was adjusted between the middle and rear-most positions and the seat back slightly reclined. The top of the head restraint was located 26 cm (10.2 in) above the top of the seatback.

The front plane impact to the Honda resulted in actuation of the driver's seat belt pretensioner and deployment of the frontal air bag and seat-mounted side impact air bag. The driver initiated a forward trajectory and initially loaded the seat belt webbing. Her engagement with the lap belt resulted in abdominal wall abrasions and contusions, lacerations of the small bowel, colon and sigmoid mesentery. She sustained a left breast contusion from the shoulder belt webbing. The driver's torso loaded the shoulder belt webbing and the deployed air bag. Due to her forward seat position, the severity of the crash, and the intrusion of frontal interior components, her chest loaded through the frontal air bag and contacted the steering wheel. The lower half of the steering wheel rim was displaced forward 6 cm (2.4 in) from the contact. This contact resulted in bilateral rib fractures, a fractured sternum, left hemothorax, lacerated vena cava, a laceration of the pericardial sac, a peri-pancreatic hemorrhage and lacerations of the liver. The driver's head flexed over the air bag as her torso engaged the steering assembly causing an indirect basilar subarachnoid hemorrhage and a hemorrhage of the muscles of the larynx. Both of the driver's knees contacted and fractured the lower instrument panel resulting in a laceration of the left knee and an abrasion over the right knee. The driver also sustained a dislocation of the right ankle at the tibiotalar joint from contact with the foot controls. She then rebounded and was redirected to the right as the vehicle rotated counterclockwise and decelerated to final rest in a ditch on the west side of the road. Emergency responders used a hydraulic rescue tool to remove the driver's door and extricate her from the vehicle. She was transported by ambulance to a hospital where she was pronounced deceased.

Front Row Right Occupant Demographics

Age/sex:	46 years/male
Height:	Unknown
Weight:	Unknown
Eyewear:	Unknown
Seat type:	Bucket
Seat track position:	Between middle and rear-most
Manual restraint usage:	Lap and shoulder seat belt
Usage source:	Vehicle inspection
Air bags:	Front and seat-mounted, front deployed
Alcohol/drug involvement:	BAC=0
Egress from vehicle:	Removed by emergency responders
Transport from scene:	Ambulance
Medical treatment:	Treated at the emergency room of a local hospital and transferred to a regional trauma center (unknown)

Front Row Right Occupant Injuries

Injury No.	Injury	Injury Severity AIS 2015	Involved Physical Component (IPC)	IPC Confidence Level
1	Head injury, brief loss of consciousness	161002.2	Injured, Unknown Source	Unknown
2	Large supraorbital scalp laceration on right with opaque foreign material	110602.1	Injured, Unknown Source	Unknown
3	Laceration above right eyebrow	210602.1	Injured, Unknown Source	Unknown
4	Large right corneal laceration	240620.1	Isolated Right air bag – Right top instrument panel	Probable
5	Comminuted hairline right orbital floor fracture and fracture of lateral right orbit	251205.2	Injured, Unknown Source	Unknown
6	Slightly comminuted nasal bones fractures extending along vomer vertically	251002.2	Injured, Unknown Source	Unknown
7	Jagged lacerations to right side of face, 4 cm	210602.1	Injured, Unknown Source	Unknown
8	Abrasions to right side of face	210202.1	Injured, Unknown Source	
9	Comminuted slightly displaced mid-shaft right clavicle fracture	750671.2	Isolated Interior – Shoulder portion of belt restraint	Certain
10	Laceration to right hand	710600.1	Injured, Unknown Source	Unknown
11	Abrasions to right hand	710202.1	Injured, Unknown Source	Unknown
12	Right leg abrasions	810202.1	Isolated Front - Glove compartment door	Certain
13	Left leg abrasions	810202.1	Isolated Front - Glove compartment door	Certain

Source: Emergency room records.

Front Row Right Occupant Kinematics

Based on the found position at the time of the SCI vehicle inspection, the front row right occupant was seated between the middle and rear-most track position. The recline position of the seatback is not known. The top of the head restraint was adjusted 21 cm (8.3 in) above the top of the seatback.

At impact with the Ford, the seat belt pretensioner actuated and the passenger's frontal air bag deployed. The occupant was displaced forward, initially loading the seat belt system as the ELR retractor locked and the pretensioner actuated. His loading force against the seat belt webbing produced frictional abrasions to the polymer surface of the latch plate and resulted in a fracture

of his right clavicle. His face and chest loaded the deployed passenger's frontal air bag. The combination of seat belt loading and air bag deployment should have prevented the occupant from contacting frontal components. He sustained numerous facial fractures with surrounding soft tissue injures inclusive of a laceration with foreign material. These fractures are commonly associated with contact to hard surface components. The vehicle did not yield evidence of contact to support these injures, therefore the sources are unknown. The occupant's knees and lower extremities contacted and deformed the glove box door resulting in abrasions of the lower legs. The occupant then rebounded and was redirected to the right as the vehicle rotated counterclockwise and decelerated to final rest in a ditch on the west side of the road. The occupant was transported by ambulance to a hospital where he was treated in the emergency room and then transferred to a trauma center and hospitalized an unknown number of days.

2007 FORD TAURUS

Description

The Ford was a front-wheel-drive, 6-occupant, 4-door sedan with the VIN 1FAFP53U87Axxxxxx that was equipped with a 3.0-liter, V-6 engine, 4-speed automatic transmission, 4-wheel antilock brakes, and multi-stage frontal air bags.

Exterior Damage

The Ford sustained damage to the front and back planes according to the police crash report. The vehicle was not inspected.

Occupant Data

The 41-year-old male driver of the Ford was not restrained by a lap and shoulder seat belt according to the police crash report. He sustained critical injuries and was pronounced deceased at the crash scene.

2013 LEXUS ES 350

Description

The Lexus was a front-wheel-drive, 5-occupant, 4-door sedan with the VIN JTHBK1GG8D2xxxxxx that was equipped with a 3.5-liter, V-6 engine, 6-speed automatic transmission with sport shift feature, 4-wheel antilock brakes with electronic brake force distribution, brake assist, traction control, and electronic stability control. The vehicle was also equipped with multi-stage frontal air bags, driver and front row passenger knee air bags, front and second row seat-mounted side impact air bags, and side impact inflatable curtain air bags.

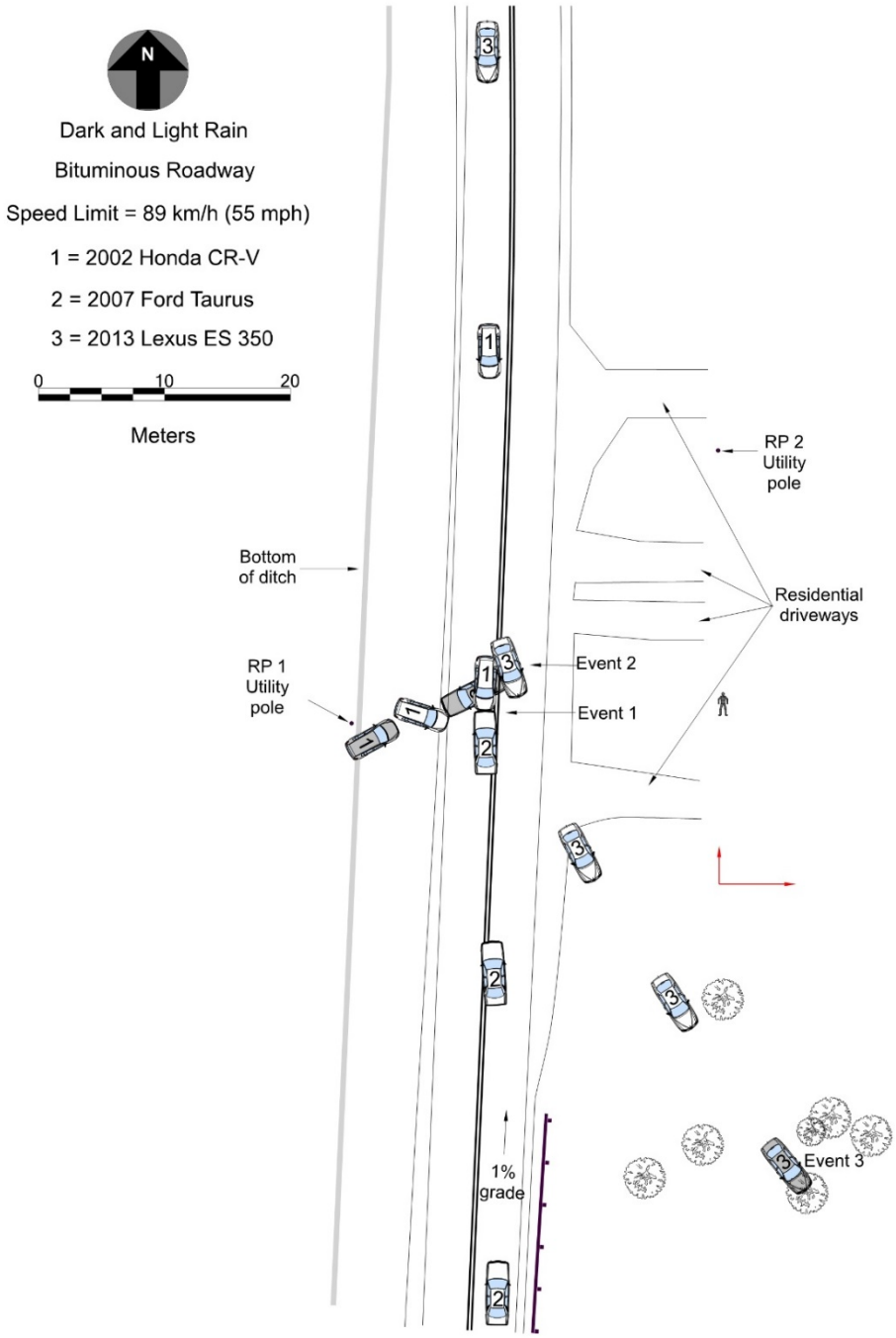
Exterior Damage

The Lexus sustained damage to the front and right planes according to the police crash report. The vehicle was not inspected.

Occupant Data

The 33-year-old male driver of the Lexus was restrained by a lap and shoulder seat belt according to the police crash report. He sustained no police-reported injuries.

CRASH DIAGRAM



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