
Blue Ribbon Panel Public Meeting

Update on Data Available From the Special Crash Investigations and National Automotive Sampling System Programs on Frontal Air Bags

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Presentation Overview

- Objectives of the Frontal Air Bag Data Collection Program
- SCI Data on Crashes Involving Air Bag Deployment Related Fatal and Seriously Injured Occupants.
- Alliance Case Criteria
- CY 2002 & 2003 Data Available
 - **Numbers of Cases / Vehicles**
- WWW Case Viewer



Objectives of the Frontal Air Bag Data Collection Program



- Crashes involving air bag deployment related fatal and seriously injured occupants.
 - The delta V is less than 25 mph
 - A Life Threatening or Fatal Injury related to the Air Bag Deployment.
- Examine the Safety Impact of New and/or emerging occupant protection system technology
 - Crashes involving Redesigned or Advanced Air Bag Deployments
 - Provide early detection of alleged or potential vehicle defects.
 - Other cases of interest



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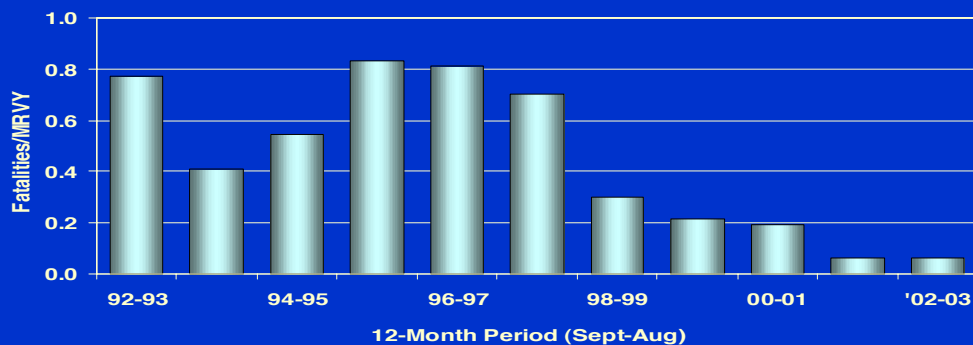
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Special Crash Investigations Frontal Crash Data



Children Fatally Injured by a Passenger Air Bag Normalized by Million Registered Vehicle Years Confirmed and Unconfirmed as of April 1, 2004



Source: SCI



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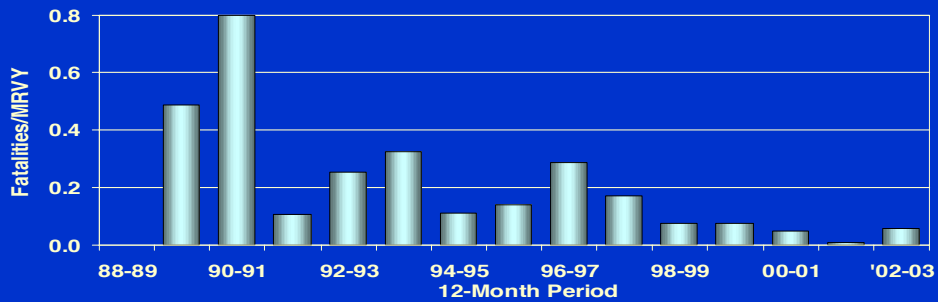
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Special Crash Investigations Frontal Crash Data



Adults Fatally Injured by a Driver Air Bag Normalized by Million Registered Vehicle Years Confirmed and Unconfirmed as of April 1, 2004

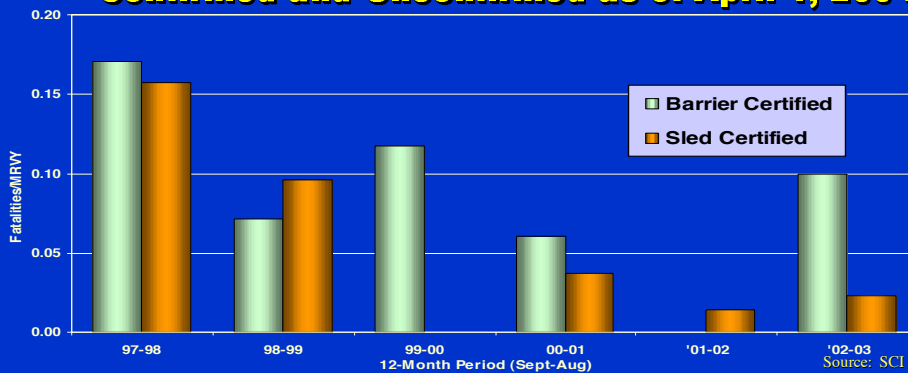


Source: SCI

Special Crash Investigations Frontal Crash Data



Adults Fatally Injured by a Driver Air Bag Barrier-Certified vs. Sled-Certified Normalized by Million Registered Vehicle Years Confirmed and Unconfirmed as of April 1, 2004

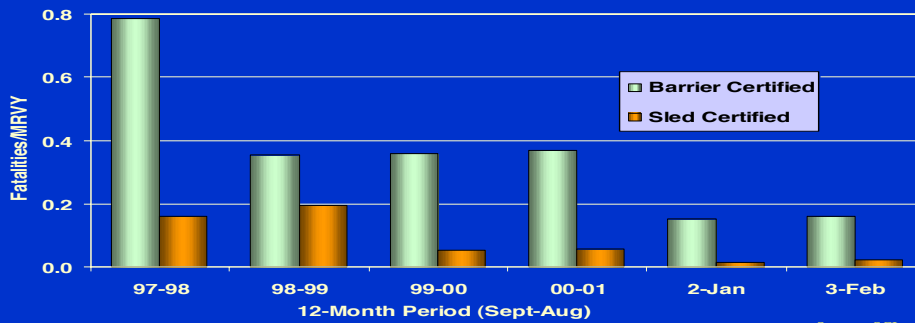


Source: SCI

Special Crash Investigations Frontal Crash Data



Children Fatally Injured by a Passenger Air Bag Barrier-Certified vs. Sled-Certified Normalized by Million Registered Vehicle Years Confirmed and Unconfirmed as of April 1, 2004



Source: SCI

Special Crash Investigations Frontal Crash Data

- The SCI is not aware of any cases with a fatal or life threatening injury related to the deployment of a certified advanced compliant air bag

⚠ WARNING

EVEN WITH ADVANCED AIR BAGS

- Children can be killed or seriously injured by the air bag
- The back seat is the safest place for children
- Always use seat belts and child restraints
- See owner's manual for more information about air bags

Data Availability Statistical Files

- Began data collection on “anecdotal” (unweighted) cases at the three Alliance PSUs on January 1, 2003.
- Began weighted file data collection on April 1, 2002
- **CY 2002 Weighted SAS file is available**
- **CY2003 Weighted File is scheduled for release July 31, 2004**



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NASS CDS File Numbers of Cases

■ Year	CDS	Alliance	Total
■ 2002	4239	350	4589
■ 2003	4401	356	4757
■ 2004	1040 (5283)	88 (425)	1128 (5708)

Note: Numbers in parentheses are estimates



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Alliance Case Criteria

- Late Model Year
- Frontal Impact
- Towed due to damage

Definition of LMV	Vehicle MY									
	1998	1999	2000	2001	2002	2003	2004	2005	2006	
2002		X	X	X	X	□				
2003			X	X	X	X	□			
2004				X	X	X	X	□		
2005					X	X	X	X	□	
										□ new model year (MY) released



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Numbers of CASES Meeting Criteria

Year	CDS	Alliance	Total
2002	1068	350	1418
2003	1092	356	1444
2004	171 (1290)	88 (425)	239 (1715)

Note: Numbers in parentheses are estimates



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Numbers of VEHICLES Meeting Criteria

Year	CDS	Alliance	Total
2002	1123	367	1490
2003	1140	374	1514
2004	205 (1370)	91 (440)	296 (1810)

Note: Numbers in parentheses are estimates



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Numbers of Cases Meeting Criteria With Highest Delta $V > 25$

Year	CDS	Alliance	Total
2002	59	18	77
2003	74	24	98
2004	11 (70)	4 (28)	15 (98)

Note: Numbers in parentheses are estimates



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Numbers of Cases (WINSMASH) Highest Delta V

	2002	2003
UNK	3684	3661
0-10	1279	1522
26-30	193	191
>30	283	276



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Numbers of Cases Meeting Criteria With an CAC Air Bag

■ Year	CDS	Alliance	Total
■ 2002	2	1	3
■ 2003	15	4	19
■ 2004	1 (20)	2 (7)	3 (27)

Note: Numbers in parentheses are estimates



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Numbers of Cases Meeting Criteria With an CAC Air Bag With Highest Delta V >25

■ Year	CDS	Alliance	Total
■ 2002	0	0	0
■ 2003	0	0	0
■ 2004	0 (2)	0 (0)	0 (2)

Note: Numbers in parentheses are estimates



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New Variables in CY2002 NEW RESTRAINT/SEAT VARIABLES

- Automobile manufacturers have begun implementing new and emerging technology in their vehicles.
- In an effort to capture the effectiveness of these systems, the occupant protection system variables and attributes were revised to incorporate advanced system technology and to provide more detailed data on existing technology in occupant protection.



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New Variables in CY2002 ***EVENT DATA RECORDER VARIABLES***

- The data set has expanded to allow event data to be stored.
- Since EDR output varies by manufacturers, a common variable set was developed based on the current output.



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New Variables in CY2002 ***TIRE VARIABLES***

- The new variables will provide more specific tire data for vehicles involved in crashes. These include, but are not limited to, make, model, tire pressure, recommended pressure and tread depth.



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New Variables in CY2002 CHILD RESTRAINT VARIABLES

- Will enable field researchers to capture specific information regarding the configuration of the child restraint.
- Detailed data on Lower Anchors and Tethers for Children (LATCH),
- Detailed data on pre-crash installation and post-crash outcome.



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CY2002 NASS CDS Oracle to SAS Data Set

- 11 Tables in Current SAS
- 26 Tables in Oracle to SAS Set
 - **Far more data available for detailed analysis**
- CY 2002 Weighted Oracle to SAS file is scheduled for release in May



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Data Availability **WWW Case Viewing**



- **Preliminary Case Viewer**
 - **Since 2002, NCSA began making clinical observations of the NASS CDS cases available via the WWW**
 - <http://www-nass.nhtsa.dot.gov/nass/prapproved/disclaimer.html>
- **NASS CDS Cases**
 - **1997 on**
 - <http://www-nass.nhtsa.dot.gov/BIN/NASSCASELIST.EXE/SETFILTER>
- **SCI Cases**
 - **All confirmed cases**
 - <http://www-nass.nhtsa.dot.gov/BIN/logon.exe/airmislogon>



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Questions?