

## COUNTS FOR AIR BAG RELATED FATALITIES AND SERIOUSLY INJURED PERSONS

Counts for Confirmed Air Bag Related Fatalities through 10-01-01:

Children		119	(US=118; Puerto Rico=1)
(RFCSS)	20		
(Not RFCSS)	99		(US=98; Puerto Rico=1)
Drivers (Adult)		68	
Passengers(Adults)		2	
<b>TOTAL</b>		<b>195</b>	

### Counts for Confirmed and Unconfirmed\* Air Bag Related Fatalities By Crash Year

FATALS BY YEAR	Children In RFCSS	Children NOT In RFCSS	ADULT DRIVERS	ADULT PASSENGERS	TOTALS BY YEAR		FEMALES 62" or Less	
					CONFIRMED	[UNCONFIRMED]	Drivers	Passengers
1990	0	0	1	0	1	[0]	1	0
1991	0	0	4	0	4	[0]	1	0
1992	0	0	3	0	3	[0]	2	0
1993	0	1	4	0	5	[0]	2	0
1994	0	5	7[1]	0	12	[1]	1	0
1995	3	5 [1]	5	0	13	[1]	4	0
1996	6	19[1]	7	2	34	[1]	2	0
1997	4	27	18 [2]	4[1]	53	[3]	4	3
1998	5	20[8]	12	1[2]	38	[10]	5	0[1]
1999	2[1]	16 [6]	3[2]	0	21	[9]	3[1]	0
2000	0	6[3]	4[2]	1[1]	11	[6]	2[1]	0
2001	0[1]	0[6]	0[1]	0	0	[8]	0	0
TOTAL	20[2]	99[25]	68[8]	8[4]	195	[39]	27[2]	3[1]

\* Note: The unconfirmed counts are in brackets.

ESTIMATED GROSS NUMBER OF LIVES SAVED BY AIR BAGS AS OF 10/01/01:  
7585 - 6360 drivers (1781 belted, 4579 not belted) - 1225 front-right passengers (343 belted, 882 not belted)

Status of air bag related fatality and serious injury cases during the period 7/01/01 - 10/01/01:

- Four crash investigations were added to the summary tables, 1-fatal child in a RFCSS, 2-fatal children, and 1-fatal driver.
- Three new crash investigations were initiated by SCI teams: 1-fatal child in a RFCSS; 1-fatal child; and 1-fatal driver.
- Field investigations continued on 40 previously initiated and reported crash investigations: 1-fatal child in a RFCSS; 1-fatal child in a FFCSS; 1-nonfatal child in a FFCSS; 23-fatal children; 3-nonfatal children; 7-fatal drivers; 1-nonfatal driver; and, 4-fatal adult passengers. Note: One crash investigation involves a fatal driver and a fatal adult passenger in the same vehicle.
- Five previously initiated crash investigations were dropped: 2-fatal children, 1-nonfatal child, 1-nonfatal driver, and 1-fatal adult passenger.

Summary tables for Air Bag Related Fatality and Serious Injury cases are available through the following NHTSA website:  
[www.nhtsa.dot.gov/people/ncsa/scireps.html](http://www.nhtsa.dot.gov/people/ncsa/scireps.html)

## CHILDREN CONFIRMED AS RECEIVING A FATAL INJURY RELATED TO AN AIR BAG

<b>Children fatally injured by the PAB</b>	<b>115</b>	(US=114, Puerto Rico=1)
- Rear Facing child safety seats(8)	20	
- Forward Facing child safety seats (3,6)	5	
- Unrestrained or improperly restrained children (4)		
(with pre-impact braking)	75	
(without pre-impact braking)	10	(US=9, Puerto Rico=1)
- Wearing lap and shoulder belt(1,7)		
(with pre-impact braking)	2	
(without pre-impact braking)(9)	3	
<b>Children fatally injured by the DAB</b>	<b>4</b>	

## CHILDREN CONFIRMED AS RECEIVING A LIFE THREATENING INJURY RELATED TO AN AIR BAG

<b>Children with life threatening injuries by the PAB</b>	<b>31</b>
- Rear Facing child safety seats	8
- Forward Facing child safety seats (10)	2
- Unrestrained or improperly restrained children	
(with pre-impact braking)	12
(without pre-impact braking)	4
(unknown pre-impact braking)	2
- Wearing lap and shoulder belt	
(with pre-impact braking)	2
(without pre-impact braking)	1
<b>Children with life threatening injuries by the DAB</b>	<b>1</b>

## DRIVERS CONFIRMED AS RECEIVING A FATAL INJURY RELATED TO AN AIR BAG

<b>Fatal Drivers</b>	<b>68</b>
- Drivers belted	20
- A.:Drivers misused belts	3
- Drivers not belted	44
- Unknown if driver belted	1

## DRIVERS CONFIRMED AS RECEIVING A LIFE THREATENING INJURY RELATED TO AN AIR BAG

<b>Driver Life Threatening Injuries</b>	<b>7</b>
- Drivers belted	1
- Drivers misused belts	0
- Drivers not belted (2,5)	6
- Unknown if driver belted	0

## ADULT PASSENGERS CONFIRMED AS RECEIVING A FATAL INJURY RELATED TO AN AIR BAG

<b>Fatal Passengers</b>	<b>8</b>
- Passengers belted	2
- Passengers misused belts	0
- Passengers not belted	6
- Unknown if passenger belted	0

## ADULT PASSENGERS CONFIRMED AS RECEIVING A LIFE THREATENING INJURY RELATED TO AN AIR BAG

<b>Seriously Injured Passengers</b>	<b>6</b>
- Passengers belted	4
- Passengers misused belts	0
- Passengers not belted	1
- Unknown if passenger belted	1

<sup>1</sup> A five year old, 35 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case CA9610.

- A five year old, 39 pound male child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9622.
- A two year old, 23 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9732.
- A seven year old, 57 pound male child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case DS9610.
- <sup>2</sup> An unbelted pregnant female sustained an abruption of the placenta from the uterine wall and the fetus subsequently expired. See case CA9509.
- <sup>3</sup> Forward facing child safety seat not restrained to vehicle in case DS9611.
- <sup>4</sup> A two year old, 33 pound female child was kneeling in the seat using the lap portion of the lap and shoulder belt. See case DS9718.
- <sup>5</sup> Driver expired approximately six weeks post crash of pneumonia. The NHTSA definition for the time to death in a fatal crash is expired within 30 days or less after the crash. See case CA9729.
- <sup>6</sup> Forward facing child safety seat not properly restrained to vehicle in case CA9745.
- <sup>7</sup> Front right occupant (11-year-old-male) leaning forward to pick up a tissue prior to impact in case IN9729.
- <sup>8</sup> Front right passenger AON/OFF switch was in the on position in case CA9834.
- <sup>9</sup> Front right occupants (11-year-old-female) seat track was in the forward position. See case CA00010.
- <sup>10</sup> Forward facing child safety seat was improperly installed in case CA9706.