INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C . 552(B)(6)

From:	Wells, Cynthia CTR (NHTSA)
To:	Fogle, Brenda CTR (NHTSA)
Subject:	FW: VOQ and police reports 10492235
Date:	Wednesday, January 23, 2013 10:42:16 AM
Attachments:	9540-2012-10-0163.pdf SL-42-12_MAIT_SUPPLEMENTAL.pdf VOQ-10492235.pdf

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From: Williams, Maritza CTR (NHTSA) **On Behalf Of** DataQuality, DataQuality (NHTSA)
Sent: Wednesday, January 23, 2013 10:38 AM
To: Wells, Cynthia CTR (NHTSA)
Subject: FW: VOQ and police reports 10492235

From: Stephen Taggart [mailto:STaggart@chp.ca.gov]
Sent: Wednesday, January 23, 2013 10:18 AM
To: DataQuality, DataQuality (NHTSA)
Subject: VOQ and police reports 10492235

Attached are the corrected VOQ and California Highway Patrol (CHP) police reports for your case #10492235

Officer Steve Taggart
MAIT Investigator
California Highway Patrol
Southern Division
Investigative Service Unit
437 N. Vermont Avenue
Los Angeles, California, 90004
(323) 644-9550, Ext. 232
(323) 664-8724 fax

Form Approved: O.M.B. No. 2127-0008

U.S. Department of Transportation

National Highway Traffic Safety Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received	Repository ☐
11-JAN-2013	Reference No. 10492235

OWNER INFORMATION (Type or Print)

Name	Daytime Telephone Number	E-mail Address
~~STEVE TAGGART~~ OFFICER, STEVE TAGGART, 15869	661-406-5617	STAGGART@CHP.CA.GOV
Address 437 NORTH VERMONT AVE.	Evening Telephone Number	
City LOS ANGELES **State** CA **Zip Code** 90004		

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
1G6DW6ED7B0[redacted]	CADILLAC	~~CTS~~ STS	~~2012~~ 2011

Date Purchased	Dealer's Name and Telephone Number			Engine: No: Cylinders	Fuel Type:
Original Owner ☐	Dealer's City	State	Zip Code		

Transmission Type	☐ Antilock Brakes ☐ Cruise Control	Powertrain	Multiple Failure:	Incident Date(s) 24-OCT-2012

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 150000 SEAT BELTS	Failure Mileage	Failure Speed 40

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make	Tire Model (Name or Number)	Tire Size (Example P215/65R15)
DOT No. (Example: DOTMAL9ABC036)	☐ Original Equipment ☐ Prior Repair	Failure Location:
Tire Component Code		Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:	Date Manufactured:	Model No./Name:
Seat Type:	Installation System:	
Child Seat Component Code:	Failed Part:	

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☒ Yes ☐ No	☐ Yes ☒ No	~~1~~ 2	0	N

Narrative Description of Incident(S), Crash(es), and Injury(ies).
Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e, parts repaired or replaced (and if old part is available).

TL* THE CONTACT OWNS A 2012 CADILLAC CTS. WHILE TRAVELING APPROXIMATELY ~~40~~ 48 MPH, THE DRIVER CRASHED INTO THE FRONT PASSENGER'S SIDE OF ANOTHER VEHICLE. THE FRONT PASSENGER SEAT BELT AND SHOULDER ATTACHMENT DEVICE SEPARATED WHICH CAUSED THE OCCUPANT TO MOVE FORWARD INTO THE DEPLOYED AIR BAG. THE PASSENGER SUSTAINED A BROKEN RIGHT ANKLE. THE VEHICLE WAS COMPLETELY DAMAGED AND TOWED TO A SAVAGE FACILITY. THE MANUFACTURER WAS NOT NOTIFIED OF THE PROBLEM. THE FAILURE MILEAGE WAS UNAVAILABLE.

THE RIGHT FRONT SEAT BELT SEPERATED FROM THE B-PILLAR MOUNTED GUIDE LOOP. PLEASE SEE ATTACHED CHP-MAIT SUPPLEMENTAL REPORT FOR MORE DETAILS.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

TRAFFIC COLLISION REPORT

CHP 555 PAGE 1 (REV. 04-11) OPI 060

ORIGINAL

SPECIAL CONDITIONS	NUMBER INJURED	HIT & RUN FELONY	CITY	JUDICIAL DISTRICT	LOCAL REPORT NUMBER
	2	☐	UNINCORPORATED	NEWHALL	2012100163
	NUMBER KILLED	HIT & RUN MISDEMEANOR	COUNTY	REPORTING DISTRICT / BEAT	DAY OF WEEK / TOW AWAY
	0	☐	LOS ANGELES	100	WEDNESDAY ☒ YES ☐ NO

LOCATION

COLLISION OCCURRED ON:	MO DAY YEAR	TIME (2400)	NCIC #	OFFICER I.D.
THE OLD ROAD	10/24/2012	1810	9540	018589

MILEPOST INFORMATION:	GPS COORDINATES	PHOTOGRAPHS BY: ☐ NONE
	LATITUDE 34.432799° LONGITUDE - 118.592089°	15 DIGITAL BY OFFICER TEDDLETON ID 18589

☒ AT INTERSECTION WITH:
☐ OR: "I-5 S/B FROM THE OLD ROAD

STATE HWY REL ☐ YES ☒ NO

PARTY 1

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.
[redacted]	CA	C	M	G

DRIVER ☒ NAME(FIRST, MIDDLE, LAST): [redacted]

PEDESTRIAN ☐ STREET ADDRESS: [redacted]

PARKED VEHICLE ☐ CITY / STATE / ZIP: HUNTINGTON BEACH CA [redacted]

BICYCLIST ☐	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE MO DAY YEAR	RACE
	M	BLN	BLU	5-07	150	[redacted]	W

OTHER ☐ HOME PHONE: [redacted] BUSINESS PHONE:

INSURANCE CARRIER: MERCURY POLICY NUMBER: [redacted]

DIR OF TRAVEL: S ON STREET OR HIGHWAY: THE OLD ROAD SPEED LIMIT: 55

VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE
2009	GMC 2500 WHT	[redacted]	CA

OWNER'S NAME ☒ SAME AS DRIVER

OWNER'S ADDRESS ☒ SAME AS DRIVER

DISPOSITION OF VEHICLE ON ORDERS OF: ☐ OFFICER ☒ DRIVER ☐ OTHER

CANYON TOWING SERVICE (AAA) - (661)252-1177

PRIOR MECH. DEFECTS ☒ NONE APP. ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER:

VEHICLE TYPE	DESCRIBE VEHICLE DAMAGE	SHADE IN DAMAGED AREA
22	☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☒ MAJOR ☐ ROLL-OVER	PICKUP TRUCK - TOP

CA ____ DOT ____ CAL-T ____ TCP/PSC ____ MC/MX ____

PARTY 2

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.
[redacted]	CA	C	L	G

DRIVER ☒ NAME(FIRST, MIDDLE, LAST): [redacted]

PEDESTRIAN ☐ STREET ADDRESS: [redacted]

PARKED VEHICLE ☐ CITY / STATE / ZIP: CASTAIC CA [redacted]

BICYCLIST ☐	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE MO DAY YEAR	RACE
	F	BRN	BRN	5-00	170	[redacted]	W

OTHER ☐ HOME PHONE: [redacted] BUSINESS PHONE:

INSURANCE CARRIER: MERCURY POLICY NUMBER: [redacted]

DIR OF TRAVEL: N ON STREET OR HIGHWAY: THE OLD ROAD SPEED LIMIT: 55

VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE
2011	CADI STS BLK	[redacted]	CA

OWNER'S NAME ☒ SAME AS DRIVER

OWNER'S ADDRESS ☒ SAME AS DRIVER

DISPOSITION OF VEHICLE ON ORDERS OF: ☒ OFFICER ☐ DRIVER ☐ OTHER

SEMPER FI TOWING - (661)255-6652

PRIOR MECHANICAL DEFECTS ☐ NONE APP. ☒ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER: 1G6DW6ED7B[redacted]

VEHICLE TYPE	DESCRIBE VEHICLE DAMAGE	SHADE IN DAMAGED AREA
01	☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☒ MAJOR ☐ ROLL-OVER	SEDAN - TOP

CA ____ DOT ____ CAL-T ____ TCP/PSC ____ MC/MX ____

PARTY 3

DRIVER'S LICENSE NUMBER	STATE	CLASS	AIR BAG	SAFETY EQUIP.

DRIVER ☐ NAME(FIRST, MIDDLE, LAST):

PEDESTRIAN ☐ STREET ADDRESS:

PARKED VEHICLE ☐ CITY / STATE / ZIP:

BICYCLIST ☐	SEX	HAIR	EYES	HEIGHT	WEIGHT	BIRTHDATE MO DAY YEAR	RACE

OTHER ☐ HOME PHONE: BUSINESS PHONE:

INSURANCE CARRIER: POLICY NUMBER:

DIR OF TRAVEL: ON STREET OR HIGHWAY: SPEED LIMIT:

VEH. YEAR	MAKE / MODEL / COLOR	LICENSE NUMBER	STATE

OWNER'S NAME ☐ SAME AS DRIVER

OWNER'S ADDRESS ☐ SAME AS DRIVER

DISPOSITION OF VEHICLE ON ORDERS OF: ☐ OFFICER ☐ DRIVER ☐ OTHER

PRIOR MECHANCIAL DEFECTS ☐ NONE APP. ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER:

VEHICLE TYPE	DESCRIBE VEHICLE DAMAGE	SHADE IN DAMAGED AREA
	☐ UNK ☐ NONE ☐ MINOR ☐ MOD ☐ MAJOR ☐ ROLL-OVER	

CA ____ DOT ____ CAL-T ____ TCP/PSC ____ MC/MX ____

PREPARER'S NAME	DISPATCH NOTIFIED	REVIEWER'S NAME	DATE REVIEWED
NICHOLAS BLU TEDDLETON 018589	☒ YES ☐ NO ☐ N/A	[signature]	10.30.2012

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

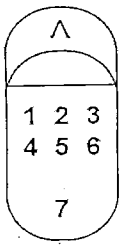
TRAFFIC COLLISION CODING

CHP 555 CARS PAGE2 (REV. 04-11) OPI 060

DATE OF COLLISION (MO. DAY YEAR)	TIME(2400)	NCIC #	OFFICER I.D.	NUMBER
10/24/2012	1810	9540	018589	

PROPERTY DAMAGE	OWNER'S NAME	OWNER ADDRESS	NOTIFIED
	DESCRIPTION OF DAMAGE		☐ YES ☐ NO

SEATING POSITION



1 - DRIVER
2 TO 6 - PASSENGERS
7 - STATION WAGON REAR
8 - REAR. OCC TRK. OR VAN
9 - POSITION UNKNOWN
0 - OTHER

SAFETY EQUIPMENT

OCCUPANTS
A - NONE IN VEHICLE
B - UNKNOWN
C - LAP BELT USED
D - LAP BELT NOT USED
E - SHOULDER HARNESS USED
F - SHOULDER HARNESS NOT USED
G - LAP/SHOULDER HARNESS USED
H - LAP/SHOULDER HARNESS NOT USED
J - PASSIVE RESTRAINT USED
K - PASSIVE RESTRAINT NOT USED
P - NOT REQUIRED

CHILD RESTRAINT
Q - IN VEHICLE USED
R - IN VEHICLE NOT USED
S - IN VEHICLE USE UNKNOWN
T - IN VEHICLE IMPROPER USE
U - NONE IN VEHICLE

M / C BICYCLE HELMET
DRIVER: V - NO, W - YES
PASSENGER: X - NO, Y - YES

AIR BAG

B - UNKNOWN
L - AIR BAG DEPLOYED
M - AIR BAG NOT DEPLOYED
N - OTHER
P - NOT REQUIRED

EJECTED FROM VEHICLE

0 - NOT EJECTED
1 - FULLY EJECTED
2 - PARTIALLY EJECTED
3 - UNKNOWN

INATTENTION CODES

A - CELL PHONE HANDHELD
B - CELL PHONE HANDSFREE
C - ELECTRONIC EQUIPMENT
D - RADIO / CD
E - SMOKING
F - EATING
G - CHILDREN
H - ANIMALS
I - PERSONAL HYGIENE
J - READING
K - OTHER

ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.

PRIMARY COLLISION FACTOR
LIST NUMBER (#) OF PARTY AT FAULT

1 — VC SECTION VIOLATED: A 21451(A) — CITED ☐ YES ☒ NO

- B OTHER IMPROPER DRIVING*
- C OTHER THAN DRIVER*
- D UNKNOWN*

WEATHER (MARK 1 TO 2 ITEMS)

- X A CLEAR
- B CLOUDY
- C RAINING
- D SNOWING
- E FOG / VISIBILITY FT.
- F OTHER:*
- G WIND

LIGHTING

- A DAYLIGHT
- X B DUSK - DAWN
- C DARK - STREET LIGHTS
- D DARK - NO STREET LIGHTS
- E DARK - STREET LIGHTS NOT FUNCTIONING*

ROADWAY SURFACE

- X A DRY
- B WET
- C SNOWY - ICY
- D SLIPPERY (MUDDY, OILY, ETC.)

ROADWAY CONDITION(S) (MARK 1 TO 2 ITEMS)

- A HOLES, DEEP RUT*
- B LOOSE MATERIAL ON ROADWAY*
- C OBSTRUCTION ON ROADWAY*
- D CONSTRUCTION - REPAIR ZONE
- E REDUCED ROADWAY WIDTH
- F FLOODED*
- G OTHER*:
- X H NO UNUSUAL CONDITIONS

TRAFFIC CONTROL DEVICES

- X A CONTROLS FUNCTIONING
- B CONTROLS NOT FUNCTIONING*
- C CONTROLS OBSCURED
- D NO CONTROLS PRESENT / FACTOR*

TYPE OF COLLISION

- A HEAD - ON
- B SIDE SWIPE
- C REAR END
- X D BROADSIDE
- E HIT OBJECT
- F OVERTURNED
- G VEHICLE / PEDESTRIAN
- H OTHER*:

MOTOR VEHICLE INVOLVED WITH

- A NON - COLLISION
- B PEDESTRIAN
- X C OTHER MOTOR VEHICLE
- D MOTOR VEHICLE ON OTHER ROADWAY
- E PARKED MOTOR VEHICLE
- F TRAIN
- G BICYCLE
- H ANIMAL:
- I FIXED OBJECT:
- J OTHER OBJECT:

PEDESTRIAN'S ACTIONS

- X A NO PEDESTRIANS INVOLVED
- B CROSSING IN CROSSWALK - AT INTERSECTION
- C CROSSING IN CROSSWALK - NOT AT INTERSECTION
- D CROSSING - NOT IN CROSSWALK
- E IN ROAD - INCLUDES SHOULDER
- F NOT IN ROAD
- G APPROACHING / LEAVING SCHOOL BUS

1	2	3	SPECIAL INFORMATION
			A HAZARDOUS MATERIAL
			B CELL PHONE HANDHELD IN USE
			C CELL PHONE HANDSFREE IN USE
X	X		D CELL PHONE NOT IN USE
			E SCHOOL BUS RELATED
			F 75 FT MOTORTRUCK COMBO
			G 32 FT TRAILER COMBO
			H
			I
			J
			K
			L
			M
			N
			O

OTHER ASSOCIATED FACTORS (MARK 1 TO 2 ITEMS)

1	2	3	
	[redacted]		A VC SECTION VIOLATED: CITED: ☐ YES ☐ NO
		[redacted]	B VC SECTION VIOLATED: CITED: ☐ YES ☐ NO
[redacted]			C VC SECTION VIOLATED: CITED: ☐ YES ☐ NO
			D [redacted]
			E VISION OBSCUREMENT:
			F INATTENTION*:
			G STOP & GO TRAFFIC
X			H ENTERING / LEAVING RAMP
			I PREVIOUS COLLISION
			J UNFAMILIAR WITH ROAD
			K DEFECTIVE VEH. EQUIP.: CITED ☐ YES ☐ NO
			L UNINVOLVED VEHICLE
			M OTHER*:
	X		N NONE APPARENT
			O RUNAWAY VEHICLE

1	2	MOVEMENT PRECEDING COLLISION
		A STOPPED
	X	B PROCEEDING STRAIGHT
		C RAN OFF ROAD
		D MAKING RIGHT TURN
X		E MAKING LEFT TURN
		F MAKING U TURN
		G BACKING
		H SLOWING / STOPPING
		I PASSING OTHER VEHICLE
		J CHANGING LANES
		K PARKING MANEUVER
		L ENTERING TRAFFIC
		M OTHER UNSAFE TURNING
		N XING INTO OPPOSING LANE
		O PARKED
		P MERGING
		Q TRAVELING WRONG WAY
		R OTHER*:

1	2	SOBRIETY - DRUG PHYSICAL (MARK 1 TO 2 ITEMS)
X	X	A HAD NOT BEEN DRINKING
		B HBD - UNDER INFLUENCE
		C HBD - NOT UNDER INFLUENCE*
		D HBD - IMPAIRMENT UNKNOWN*
		E UNDER DRUG INFLUENCE*
		F IMPAIRMENT - PHYSICAL*
		G IMPAIRMENT NOT KNOWN
		H NOT APPLICABLE
		I SLEEPY / FATIGUED*

SKETCH

SEE PAGE 4

INDICATE NORTH

MISCELLANEOUS

LOG 2830

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

INJURED / WITNESSES / PASSENGERS

CHP 555 CARS PAGE 3 (REV 04-11) OPI 065

DATE OF COLLISION (MO. DAY YEAR)	TIME(2400)	NCIC #	OFFICER I.D.	NUMBER
10/24/2012	1810	9540	018589	

WITNESS ONLY	PASSENGER ONLY	AGE	SEX	EXTENT OF INJURY ('X' ONE)				INJURED WAS ('X' ONE)					PARTY NUMBER	SEAT POS.	AIR BAG	SAFETY EQUIP.	EJECTED
				FATAL INJURY	SEVERE INJURY	OTHER VISIBLE INJURY	COMPLAINT OF PAIN	DRIVER	PASS.	PED.	BICYCLIST	OTHER					
#		66	F		X			X					2	1	L	G	0

NAME / D.O.B. / ADDRESS [redacted] CASTAIC CA [redacted] TELEPHONE [redacted]

(INJURED ONLY) TRANSPORTED BY: AMR

TAKEN TO: HOLY CROSS, MISSION HILLS, CA

DESCRIBE INJURIES: BROKEN RIGHT ANKLE, COMPLAINT OF PAIN TO THE CHEST AND HIPS, CONTUSIONS TO EXTREMITIES.

VICTIM OF VIOLENT CRIME NOTIFIED

#		61	F		X				X				2	3	L	G	0

NAME / D.O.B. / ADDRESS [redacted] CASTAIC CA [redacted] TELEPHONE [redacted]

(INJURED ONLY) TRANSPORTED BY: AMR

TAKEN TO: HOLY CROSS, MISSION HILLS, CA

DESCRIBE INJURIES: BROKEN RIGHT ANKLE, COMPLAINT OF PAIN TO HEAD AND NECK.

VICTIM OF VIOLENT CRIME NOTIFIED

#																	

NAME / D.O.B. / ADDRESS TELEPHONE

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

VICTIM OF VIOLENT CRIME NOTIFIED

#																	

NAME / D.O.B. / ADDRESS TELEPHONE

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

VICTIM OF VIOLENT CRIME NOTIFIED

#																	

NAME / D.O.B. / ADDRESS TELEPHONE

(INJURED ONLY) TRANSPORTED BY: TAKEN TO:

DESCRIBE INJURIES:

VICTIM OF VIOLENT CRIME NOTIFIED

PREPARER'S NAME	I.D. NUMBER	MO. DAY YEAR	REVIEWER'S NAME	MO. DAY YEAR
NICHOLAS BLU TEDDLETON	018589	10/24/2012		

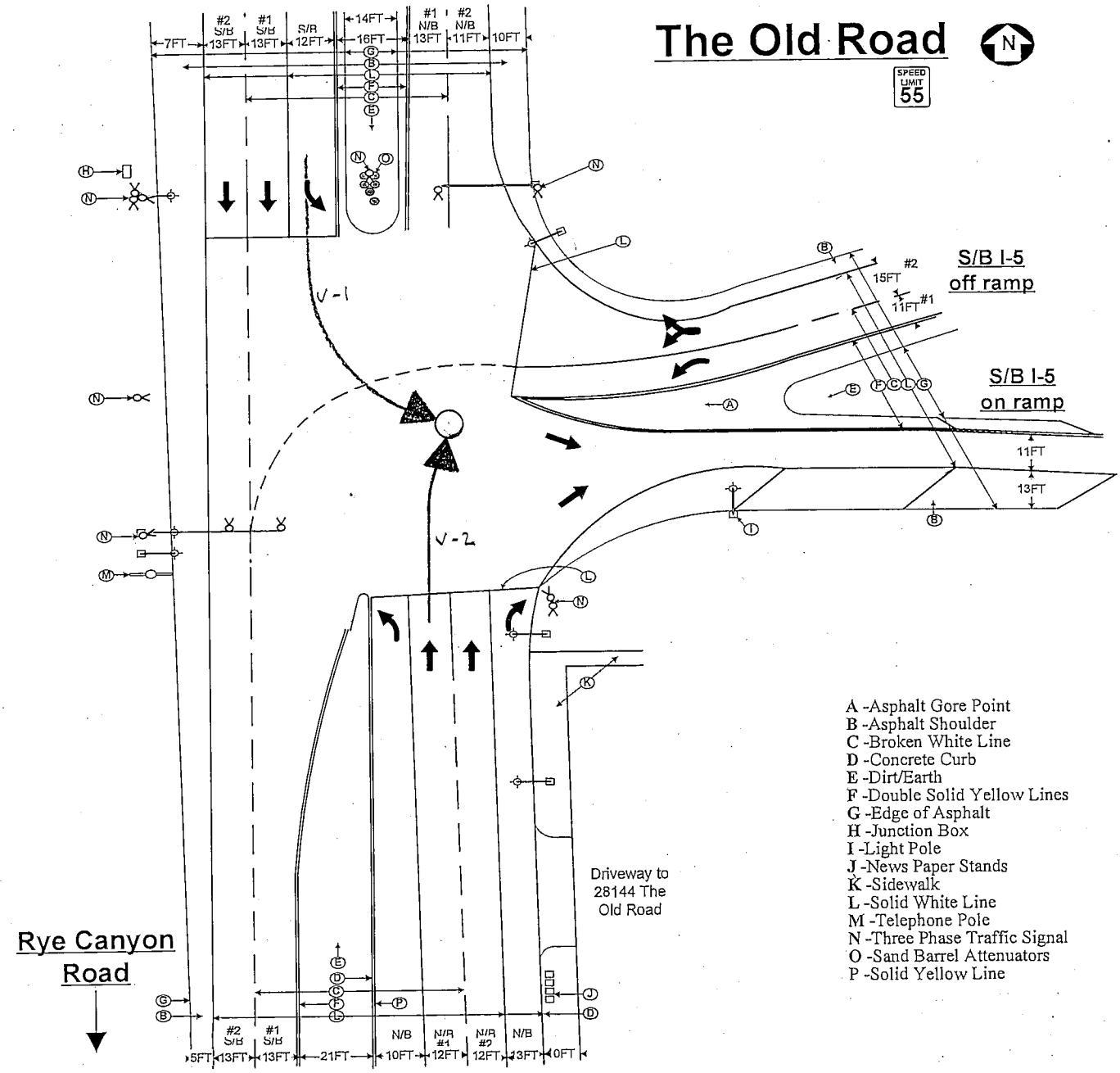
STATE OF CALIFORNIA

FACTUAL DIAGRAM

CHP 555 Page 4(Rev. 8-97) OPI 042

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10/24/2012	1810	9540	018589	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



A -Asphalt Gore Point
B -Asphalt Shoulder
C -Broken White Line
D -Concrete Curb
E -Dirt/Earth
F -Double Solid Yellow Lines
G -Edge of Asphalt
H -Junction Box
I -Light Pole
J -News Paper Stands
K -Sidewalk
L -Solid White Line
M -Telephone Pole
N -Three Phase Traffic Signal
O -Sand Barrel Attenuators
P -Solid Yellow Line

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
C. RICHARDS	019990	10/24/2012		

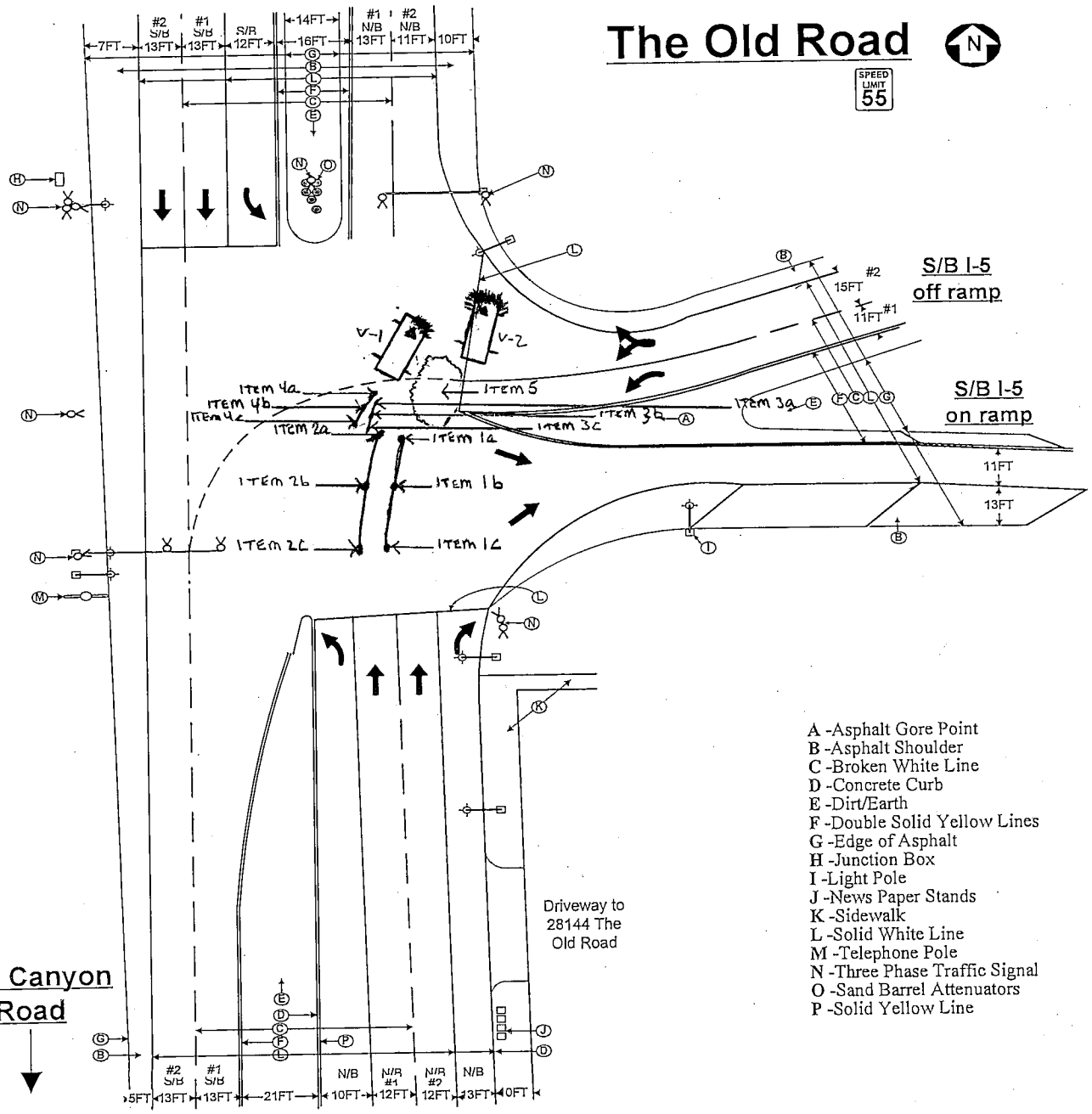
STATE OF CALIFORNIA

FACTUAL DIAGRAM

CHP 555 Page 4(Rev. 8-97) OPI 042

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10/24/2012	1810	9540	018589	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)



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N -Three Phase Traffic Signal
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P -Solid Yellow Line

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
C. RICHARDS	019990	10/24/2012		

STATE OF CALIFORNIA
FACTUAL DIAGRAM
CHP 555 Page 4(Rev. 8-97) OPI 042

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10/24/2012	1810	9540	018589	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

Factual Diagram Legend

Points of Rest of Involved Vehicles:

Vehicle #1 was located in the intersection of The Old Road and the transition road from The Old Road to I-5 southbound, facing a northeasterly direction. The left rear wheel was located approximately 47' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 17' west of the east road edge prolongation of the Old Road. The left front wheel was located approximately 38' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 11' west of the east road edge prolongation of the Old Road.

Vehicle #2 was located in the intersection of The Old Road and the transition road from The Old Road to I-5 southbound, facing in a northerly direction. The left rear wheel was located approximately 44' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 8' east of the east road edge prolongation of The Old Road. The left front wheel was located approximately 27' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 10' east of the east road edge prolongation of the Old Road.

Physical Evidence Description

Item 1	TFM's
Item 2	TFM's
Item 3	TFM's
Item 4	TFM's
Item 5	Debris Field

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
C. RICHARDS	019990	10/24/2012		

STATE OF CALIFORNIA
FACTUAL DIAGRAM
CHP 555 Page 4(Rev. 8-97) OPI 042

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10/24/2012	1810	9540	018589	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

Physical Evidence Location

Item 1a — Begin - Was located approximately 72' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 9' west of the east road edge of The Old Road.

Item 1b — Continuation - Was located approximately 87' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 11' west of the east road edge of The Old Road.

Item 1c — End - Was located approximately 102' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 13' west of the east road edge of The Old Road.

Item 2a — Begin - Was located approximately 72' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 15' west of the east road edge of The Old Road.

Item 2b — Continuation - Was located approximately 87' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 17' west of the east road edge of The Old Road.

Item 2c — End - Was located approximately 102' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 19' west of the east road edge of The Old Road.

Item 3a — Begin - Was located approximately 67' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 17' west of the east road edge of The Old Road.

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
C. RICHARDS	019990	10/24/2012		

STATE OF CALIFORNIA
FACTUAL DIAGRAM
CHP 555 Page 4(Rev. 8-97) OPI 042

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10/24/2012	1810	9540	018589	

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE=)

Item 3b Continuation - Was located approximately 70' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 18' west of the east road edge of The Old Road.

Item 3b End - Was located approximately 72' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 19' west of the east road edge of The Old Road.

Item 4a Beginning - Was located approximately 64' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 17' west of the east road edge of The Old Road.

Item 4b Continuation - Was located approximately 67' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 18' west of the east road edge of The Old Road.

Item 4c End- Was located approximately 69' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and approximately 22' west of the east road edge of The Old Road.

Item 5 Center – Was located approximately 57' south of the north road edge prolongation of the transition road onto The Old Road from I-5 southbound and at the east road edge of The Old Road.

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
C. RICHARDS	019990	10/24/2012		

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10-24-2012	1810	9540	18589	

Facts:

Notification:
On 10-24-2012, at 1815 hours, I received a call from CHP dispatch relating a traffic collision involving injuries. I responded from The Old Road just north of the collision scene and arrived moments later.

All speeds, times, and measurements are approximate. Time was based upon involved party statements, while measurements were taken using a roll meter by Officers Barribal (19298) and Tondreau (19302).

Scene:
This collision occurred at the intersection of The Old Road and the transition road with I-5 (Golden State Freeway), north of Rye Canyon Road. The intersection is located within an unincorporated area of Los Angeles County.

Northbound The Old Road, south of the intersection, is a four lane, asphalt paved roadway, with two lanes for northbound traffic, a U-turn lane, and a right turn lane for traffic entering southbound I-5. Southbound The Old Road, north of the intersection, is a three lane, asphalt paved roadway, with two lanes for southbound traffic, and a left turn lane for traffic entering southbound I-5. Northbound and southbound lanes are separated south of the intersection by a raised concrete divider and the roadway is separated north of the intersection by a wide dirt/gravel dividing area. The roadway is marked with painted lines.

The transition road to and from southbound I-5 are both two lane, asphalt paved, and are also marked with painted lines.

This intersection is controlled by three phased automatic traffic control lights which were fully operational at the time of the collision. No malfunctions or inconsistencies were claimed by parties or observed during the on scene investigation.

Refer to Factual Diagram for further details.

Party:
Party #1 (P-[redacted]) was contacted on scene beside Vehicle #1. P-1 was identified by his valid California driver license and was determined to be the driver of Vehicle #1 by his own admission, he is the registered owner of V-1, and he was the only occupant of V-1 at the time of the collision. P-1's license was restricted at the time of the collision for use between work and home only.

Vehicle #1 (V-1, GMC) was located on its wheels facing northwest, fully within the intersection. V-1 sustained damage including, but not limited to: major front end collision damage with the primary impact point along the right front. Body panels and the hood were pushed towards the interior compartment, obstructing the range of motion of the front wheels, however there was no intrusion into the interior compartment. Airbags were not deployed.

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10-24-2012	1810	9540	18589	

Parties (Continued):
Party #2 (P-2, [redacted] was contacted on scene sitting in the driver seat of Vehicle #2. P-2 was identified by her valid California driver license and was determined to be the driver of Vehicle #2 by her own admission, passenger statements, injuries, and she was the registered owner of V-2.

Vehicle #2 (V-2, Cadillac) was located on its wheels facing north across the intersection and transition road from southbound I-5. V-2 sustained damage including, but not limited to: Primary collision damage at the left front. Body panels and the hood were pushed towards the passenger compartment although there was no intrusion into the passenger compartment. The windshield was broken and airbags were deployed.

I provided medical aid to [redacted] (Passenger #1, Pass-1) on scene before Los Angeles County Fire Department personnel arrived and took extraction measures. I noticed the interior paneling around the seatbelt was broken off and slid freely along the webbing. Further, the seatbelt anchor affixed to the right side 'B' pillar was detached. During treatment, the Fire Department did not cut, break, or bend related components. Photos were taken of both the left and right front seatbelt systems after the collision. There is a marked difference between the two and both were utilized in very similar circumstances. On 10-30-12, Southern Division MAIT was requested to investigate the observed restraint condition. MAIT findings will be included in a supplemental report.

Physical Evidence:
Damage to involved vehicles.
A debris field was located within the intersection.
Tire Friction Marks (TFM's).
CD with 15 Photographs (E20120413).

Statements:
P-1 related in essence he was traveling southbound on The Old Road and preparing to enter southbound I-5 on his way from work in the Ridgecrest area, to his home in Huntington Beach. He related the collision happened very quickly, but he believed he was traveling at approximately 30 miles per hour and slowing in anticipation for the left turn. The traffic signal was circular green without an arrow protecting the left turn. He observed a row of cars, 20-30 deep, making a right onto the freeway. As he began the left turn, he observed Vehicle #2 traveling at a high rate of speed. He attempted to clear the intersection, but was unable to prevent the front of V-1 from colliding with the front of V-2.

P-2 related in essence she was traveling northbound on The Old Road at approximately 35 miles per hour. Her light was green and she continued into the intersection. When she was approximately 3/4 of the way through, V-1 began the turn, directly in front of V-2.

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFICER I.D.	NUMBER
10-24-2012	1810	9540	18589	

Opinions and Conclusions:

Summary:

V-1 was traveling in the left turn lane of southbound The Old Road, north of the intersection with the transition road to and from I-5, at approximately 30 miles per hour and slowing in anticipation of a left turn, while approaching V-2. V-2 was traveling in the #1 lane of northbound The Old Road at approximately 35 miles per hour, south of the intersection with the transition road to and from I-5 southbound, while approaching V-1.

Both P-1 and P-2, driving their respective vehicles, entered the intersection during a simultaneous circular green phase, however P-1 failed to yield to traffic with the right of way before initiating a left turn onto southbound I-5. As a result, the front right of V-1 collided into the front left of V-2.

Due to collision, V-1 pushed V-2 to the east and V-2 spun V-1 in a counterclockwise direction. V-1 and V-2 remained within the intersection throughout the course of the investigation.

Area of Impact:

AOI #1 (V-1 vs. V-2) was located 10 feet west of the east roadway edge prolongation of The Old Road and 72 feet south of the north roadway edge prolongation of the transition road from I-5 southbound.

The summary, cause, and Area of Impact were based on damage to involved vehicles, physical evidence, and involved parties' statements.

Cause:

P-1 was determined to be at fault for this collision for violating California Vehicle Code section:

- 21451(a) VC-Failure to Yield.

Recommendations:

None.

PREPARED BY	I.D. NUMBER	DATE	REVIEWER'S NAME	DATE
N. Teddleton	18589	10-24-2012		

SL-42-12

California Highway Patrol
Newhall Area

MAIT SUPPLEMENTAL

This investigation was conducted by the California Highway Patrol (CHP) Southern Division Multidisciplinary Accident Investigation Team (MAIT).

MAIT PERSONNEL
Officer S. Taggart, ID 15589, Southern Division MAIT Investigator*
Officer T. Bomar, ID 17217, Southern Division MAIT Investigator
*Denotes primary investigator

SUBPOENAS FOR MAIT PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Southern Division Investigative Services Unit/MAIT
437 North Vermont Avenue
Los Angeles, California 90004
Attention: Sergeant K. Miller

INTRODUCTION

Notification

On Wednesday, October 24, 2012, at approximately 1815 hours, officers from the California Highway Patrol (CHP) Newhall Area responded to an injury traffic collision involving a 2009 GMC Sierra 2500 Pickup (Vehicle #1) and a 2011 Cadillac STS (Vehicle #2). The collision occurred at the intersection of The Old Road and southbound Interstate 5 on ramp from The Old Road within an unincorporated area of Los Angeles County. The driver of Vehicle #2 ([redacted]) was traveling in the #1 lane, northbound The Old Road approaching southbound Interstate 5 from The Old Road. The driver of Vehicle #1 ([redacted]) was traveling southbound The Old Road, intending to turn left onto southbound Interstate 5 from The Old Road. [redacted] failed to yield the right of way to [redacted] and turned left into the path of Vehicle #2. The front of Vehicle #2 collided with the right front of Vehicle #1. As a result of the collision, [redacted] and Vehicle #2's right front passenger ([redacted]) suffered severe injuries. The Newhall CHP investigating officer (Officer Teddleton, ID 18589) observed indications that [redacted] lap shoulder belt may have failed during the collision.

Officers from the CHP Newhall Area photographed Vehicle #2, collected evidence and conducted the collision investigation, generating collision investigation report #2012100163. On October 30, 2012, the Southern Division Multidisciplinary Accident Investigation Team (MAIT) was requested to assist with the investigation by inspecting Vehicle #2's restraint systems.

As a part of MAIT's investigation, the following material was provided by the CHP Newhall Area:

1. Collision Investigation report #2012100163.
2. Photographs taken of Vehicle #2 by Newhall CHP personnel.

Issues

Southern Division MAIT involvement in this investigation was limited to imaging the ACM within Vehicle #2, and an inspection of Vehicle #2's restraint system. To accomplish these tasks, MAIT will conduct the following:

1. Airbag Control Module image and analysis
2. Restraint System Inspection

AIRBAG CONTORL MODULE

Airbag Control Module Image

Vehicle #2 (Cadillac STS) was equipped with a Sensing and Diagnostic Module (SDM). The term SDM, is a manufacturer specific term for an Air Bag Control Module (ACM). Henceforth in this report, Vehicle #2's SDM will be referred to as an ACM. The ACM is responsible for analyzing real-time driving conditions and other related variables to perform necessary safety measures in protecting occupants of the vehicle. These safety measures include decisions on whether or not to activate the vehicle's supplemental inflatable restraints (e.g., the front/side driver's and/or passenger airbags) and seatbelt pre-tensioners (if equipped). In addition, the ACM communicates with and records data from internal and external sensors that provide data related to the collision that may include engine RPM, throttle position, brake switch status, steering wheel angle data and vehicle speed. The information is accessed and imaged through proprietary hardware and software and is manufacturer dependent.

On Wednesday, October 31, 2012, Mr. Ed Steinbrecher (attorney representing [redacted]) provided written authorization to Southern Division MAIT to perform a seatbelt inspection and image Vehicle #2's ACM.

On Thursday, November 1, 2012, Officer Taggart utilized a Crash Data Retrieval (CDR) tool to access the data contained within the ACM, via the Data Link Connecter (DLC) after power from the vehicles service battery was restored. The data imaged from within Vehicle #2's ACM indicated a Deployment was recorded. The complete report is attached as Annex A.

Airbag Control Module

Data Analysis

The image of Vehicle #2's ACM indicated that the Deployment event was recorded on the 4,534th ignition cycle. The ignition cycles at investigation were reported as 4,534. The supplemental inflatable restraints (SIR) warning lamp status was reported OFF.

The driver's seatbelt and right front passenger seatbelt status were both reported as BUCKLED. The passenger side airbag was NOT SUPPRESSED. The maximum longitudinal velocity change recorded by the ACM during the deployment event was -29.82 miles per hour. The maximum lateral velocity change recorded by the ACM during the deployment event was +9.49 miles per hour.

The image of Vehicle #2's ACM also reported vehicle speed, engine speed, brake switch circuit state, steering angle, yaw rate and accelerator pedal percentage for Vehicle #2 for five seconds prior to Algorithm Enable (AE). Algorithm Enable is the point in time when the ACM begins assessing the need for air bag deployment or seatbelt pre-tensioner activation. Algorithm Enable occurred 42 milliseconds before the airbag deployment command was sent. The following is a summary of the pre-collision data contained within the ACM report for Vehicle #2.

- Vehicle #2's speed ranged between 46 and 48 miles per hour for the five seconds prior to AE.
- Between 5 and 2 seconds prior to AE, Vehicle #2's brake switch circuit was reported as OFF, the accelerator pedal percentage was reported at 24-25 percent and the steering wheel angle was reported at 0 degrees.
- Between 1 and 0 second prior to AE, Vehicle #2's brake switch circuit was reported as ON, the accelerator pedal percentage was reported at 0 percent, the steering wheel angle was reported at between 32 and 47 degrees to the right and a clockwise yaw rate of 9 degrees per second was recorded.

Based on the physical evidence located at the collision scene, vehicle damage and the collision dynamics it was determined that the pre-impact speed data and the Deployment event velocity change were consistent with and related to this collision event.

DIGITAL FILE LOG

63 digital color photographs were taken during the course of this investigation. The following table illustrates which photographs were taken by the following personnel, with the corresponding digital photograph file number, the number of photographs taken, and the subject matter.

DATE	PHOTOGRAPHER	FILE NUMBER	NUMBER	SUBJECT
10/30/2012	S. Taggart	DSC_0001-DSC_0021	21	Vehicle #2 damage
11/1/2012	S. Taggart	DSC_0001-DSC_0042	42	Vehicle #2 damage, seatbelt inspection and ACM Image.

RESTRAINT SYSTEM INSPECTION

Vehicle #2 (Cadillac STS)

Due to the severity of the injuries sustained by the occupants of Vehicle #2, and the suspected restraint failure of the right front passenger seat restraint, an examination of the restraint systems of Vehicle #2 (Cadillac STS) was conducted. The restraints were examined by Investigator Taggart. The inspection was conducted at the following location:

Semper Fi Towing
22400 The Old Road
Newhall, California 91321
(661) 255-6652

Restraint System Overview

Vehicle #2 is a mid-size, four door passenger vehicle with a seating capacity of five persons. The seating capacity is determined by, in addition to other factors such as vehicle dimensions and loading capabilities, the number and placement of the occupant restraints in the vehicle. Vehicle #1 was equipped with five restraint assemblies. This restraint inspection focused on the front seat positions, with an emphasis on the right front seat position. Both front seat positions were equipped with "Type 2" continuous loop, combination lap/shoulder, three point restraint systems. The restraint latch plates in this restraint system are the separation points between the pelvic portion of the restraint webbing and the torso portion of the restraint webbing. The latch plates are designed to move freely along the restraint webbing in order to accommodate varying occupant sizes. Additionally, the B-pillar mounted Guide Loop was designed to adjust vertically along the B-pillar to accommodate occupants of varying heights. During the course of the inspection no restraint system components were disassembled, however the left side trim surrounding the driver's side B-pillar seatbelt adjustment mechanism was removed.

Restraint System Inspection (continued)

Component Nomenclature

This restraint inspection involved an analysis of restraint components of which individual nomenclature was not determined. The following section defines terms for various restraint components that will be used in the subsequent analysis section of this report.

The diagram depicted in Figure 1 is a parts diagram[1] listing replacement restraint system components for Vehicle #2.

Item A is commonly referred to as a Guide Loop. The guide loop provides an anchor location for the belt at the B-pillar.

The parts diagram in Figure 1, describes Item 1 as an "Adjuster/shoulder belt/Guide." Item 1 consisted of a track section which was mounted to the B-pillar structure of the vehicle (Figure 2, Item B) and a locking mechanism which slid along the track section to allow adjustment of the guide loop height (Figure 2, Item C). For the purposes of this report, the track section (Figure 2, Item B) will be referred to as the Guide Loop Track. The component depicted in Figure 2, Item C will be referred to as the Guide Loop Adjustment Mechanism.

Item 8 (Figure 1) will be referred to as the Upper Trim Section.

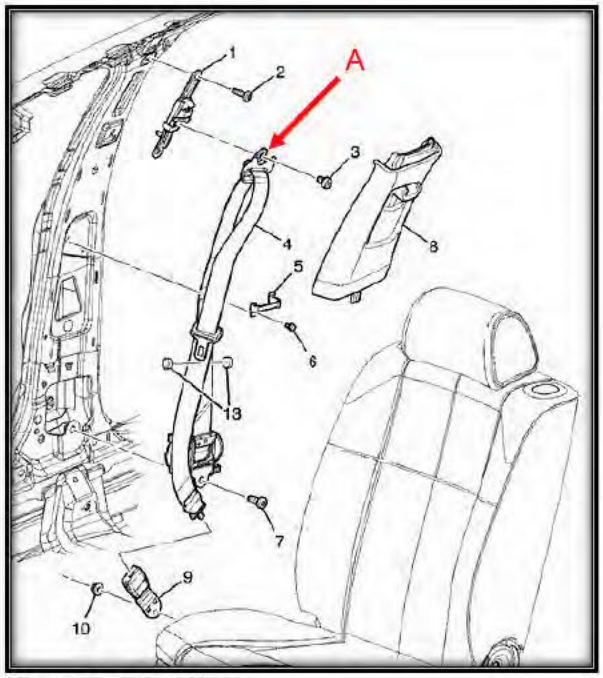


Figure 1: Parts diagram

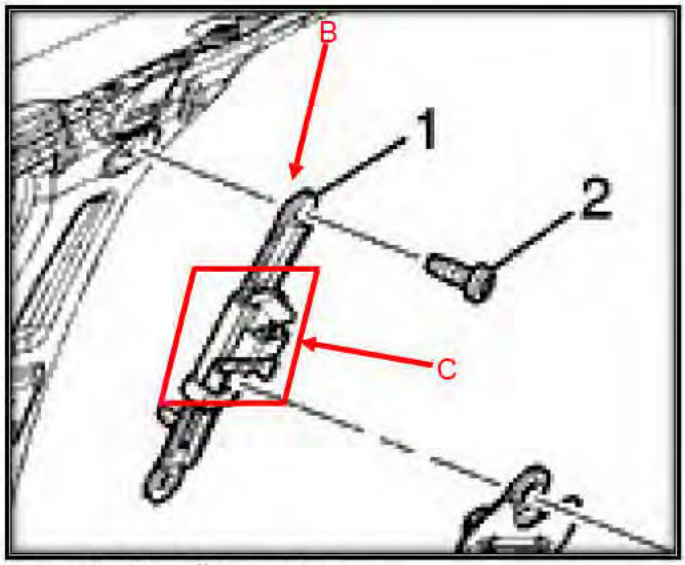


Figure 2: Parts diagram, close up

[1] www.GMpartseast.com

Restraint System Inspection (continued)

Left Front Seat (Driver)

The left front seat restraint was found in the retracted position with the latch plate hanging alongside the B-pillar (Figure 3). The latch plate was in good condition and showed no deformations. The latch plate moved freely along the restraint webbing. The plastic covering the latch plate showed an imprint consistent with occupant loading of the seatbelt webbing. When extended, the seatbelt webbing showed signs of occupant loading.

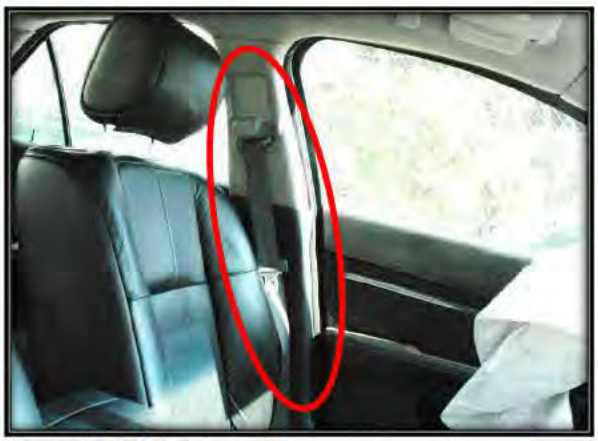


Figure 3: Left front restraint

The upper trim panel was removed from the B-pillar to expose the driver seat restraint guide loop anchor point. The guide loop track was mounted to the B-pillar structure (Figure 4, number 1). The guide loop was attached to the guide loop adjustment mechanism to allow vertical adjustment of the guide loop by depressing a button (Figure 4, number 2). By depressing the button, a locking pin disengaged from the guide loop track allowing for adjustment of the guide loop to four distinct locations along the track. At each of the four adjustment locations, an audible click was heard and the Guide loop was securely locked in position.

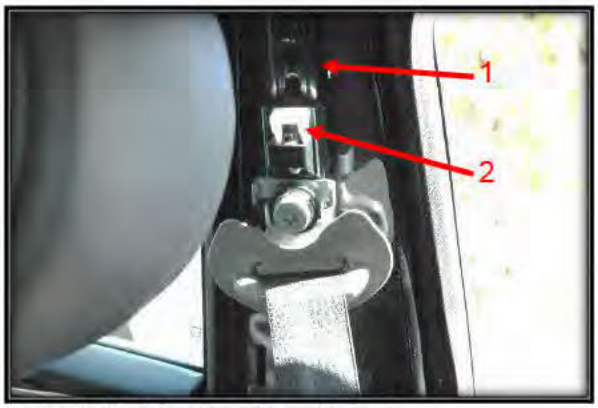


Figure 4: Left front restraint guide loop.

With the button depressed and the guide loop moved to the lowest possible position, the audible click was not consistently heard without manipulating the guide loop upward to engage the locking device.

Restraint System Inspection (continued)

Right Front Seat (Passenger)

The right front seat restraint was found in the extended position. The B-pillar guide loop and upper trim panel were found detached from the B-pillar (Figure 5). The B-pillar guide loop track was still mounted on the B-pillar (Figure 5, arrow)

Figure 5: Right side B-pillar

The right front seat restraint webbing was looped through the guide loop and through the upper trim panel. The guide loop and B-pillar upper trim panel were located on the right front seat cushion (Figure 6). The guide loop adjustment mechanism (Figure 6, arrow) was detached from the guide loop track but still attached to the guide loop.

Figure 6: Right front restraint guide loop

White plastic transfer was located on the webbing of the right front restraint near the retractor (Figure 7, circle). This plastic transfer was consistent with the plastic guide which surrounded the belt as it entered the retractor (Figure 7, arrow).

The plastic covering the latch plate showed an imprint consistent with occupant loading of the seatbelt webbing.

Figure 7: Right front seat restraint webbing

Restraint System Inspection (continued)

Right Front Seat (continued)

The guide loop adjustment mechanism contained a sliding pin (locking pin) which appeared to be designed to engage with corresponding holes in the guide loop track. The locking pin moved freely from the extended position to the retracted position (Figure 8, number 1). The button which was observed on the undamaged driver side guide loop adjustment mechanism was not located on the passenger side guide loop adjustment mechanism. Additionally no tension spring or other device was present to provide a positive force to engage the locking pin into the guide loop track.

Figure 8: Guide loop adjustment mechanism

Wear marks were visible on the end of the locking pin (Figure 8, number 2).

A section of the plastic casing of the guide loop adjustment mechanism, outboard of the locking pin, was broken outward and away from the locking bolt (Figure 9).

Figure 9: Outboard face of guide loop adjustment

Scoring was noted to the outboard face of the guide loop adjustment mechanism. The scoring was located near the end of the fastener which attached the guide loop and the guide loop adjustment mechanism (Figure 10).

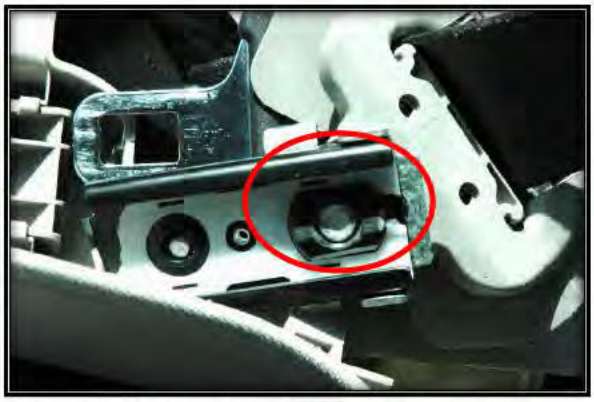


Figure 10: Outboard face of guide loop adjustment mechanism

Restraint System Inspection (continued)

Right Front Seat (continued)

Score marks were visible on the lower end of the guide loop track and the head of the lower fastener connecting the guide loop track to the B-pillar (Figure 11).

These score marks were consistent with the damage to the outboard face of the guide loop adjustment mechanism (page 10, Figure 10) and were likely caused when the guide loop adjustment mechanism slid downward and off the guide loop track during the collision.

Figure 11: Lower section of guide loop track and bolt

The guide loop track showed marking between the four adjustments slots due to contact with the locking pin (Figure 12, number 1).

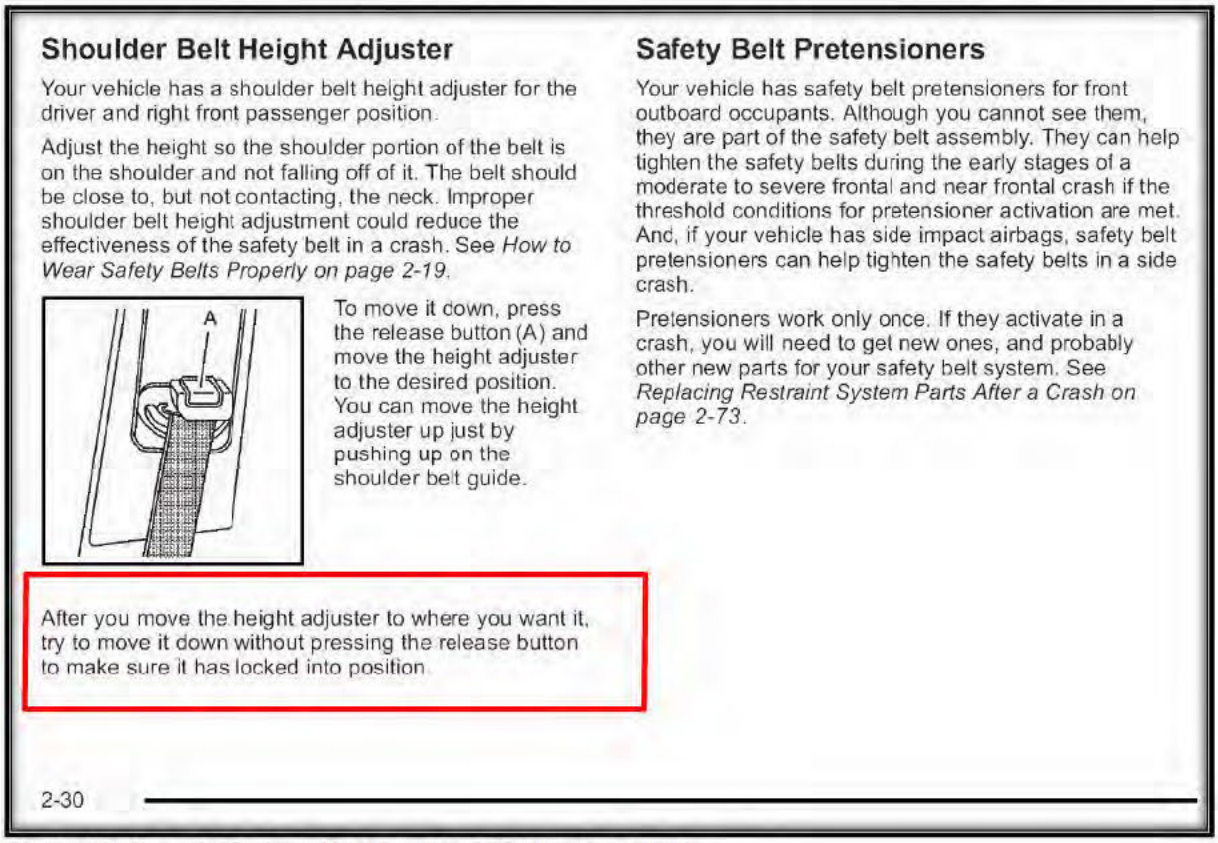
Contact marks were also visible below the lowest adjustment position in the guide loop track, indicating that locking bolt had previously been adjusted below the lowest adjustment slot (Figure 12, number 2).

Figure 12: Guide loop track

Based on the score marks on the head of the guide loop track lower fastener and lower section of the guide loop track (Figure 11) and scoring to the outboard face of the guide loop adjustment mechanism (page 10, Figure 10), it appeared that the guide loop adjustment mechanism slid off the lower end of the guide loop track. As the guide loop adjustment mechanism slid down the guide loop track, interaction between the end of the locking pin (page 10, Figure 8) and the head of the loop guide track lower fastener (Figure 11) likely pushed the locking pin outboard causing the damage to the plastic casing of the guide loop adjustment mechanism (page 10, Figure 9) and detachment of the adjustment button and tension spring.

Restraint System Inspection (continued)

Evidence suggests that the front passenger shoulder belt height adjuster (attached to the B-pillar guide loop) was moved to a location below the lowest adjustment position without the locking pin secured in one of the four available adjustment slots. An excerpt from the 2011 Cadillac STS owner's manual[2] (Figure 13) states, "*After you move the height adjuster to where you want it, try to move it down without pressing the release button to make sure it has locked into position.*"



Shoulder Belt Height Adjuster

Your vehicle has a shoulder belt height adjuster for the driver and right front passenger position.

Adjust the height so the shoulder portion of the belt is on the shoulder and not falling off of it. The belt should be close to, but not contacting, the neck. Improper shoulder belt height adjustment could reduce the effectiveness of the safety belt in a crash. See *How to Wear Safety Belts Properly on page 2-19.*

To move it down, press the release button (A) and move the height adjuster to the desired position. You can move the height adjuster up just by pushing up on the shoulder belt guide.

After you move the height adjuster to where you want it, try to move it down without pressing the release button to make sure it has locked into position.

Safety Belt Pretensioners

Your vehicle has safety belt pretensioners for front outboard occupants. Although you cannot see them, they are part of the safety belt assembly. They can help tighten the safety belts during the early stages of a moderate to severe frontal and near frontal crash if the threshold conditions for pretensioner activation are met. And, if your vehicle has side impact airbags, safety belt pretensioners can help tighten the safety belts in a side crash.

Pretensioners work only once. If they activate in a crash, you will need to get new ones, and probably other new parts for your safety belt system. See *Replacing Restraint System Parts After a Crash on page 2-73.*

2-30

Figure 13: Page 2-30 of the 2011 Cadillac STS owner's manual

With the shoulder belt height adjuster positioned below the lowest adjustment slot, "trying to move it *down*" as recommended in the owner's manual may not necessarily engage the locking pin into an adjustment slot, resulting in a condition where the B-pillar guide loop and guide loop adjustment mechanism could slide off the bottom of the guide loop track during a collision.

No recalls, service bulletins or complaints were found during a search of the National Highway Traffic Safety Administration (NHTSA) website[3].

[2] http://www.cadillac.com
[3] http://www.nhtsa.gov/Vehicle+Safety/Recalls

CONCLUSIONS

1. Vehicle #2 (Cadillac STS) was traveling between 46 and 48 miles per hour 1 to 5 seconds prior to the collision.

2. Between 0 and 1 second prior to impact, [redacted] steered Vehicle #2 to the right, released the accelerator pedal and applied Vehicle #2's brakes.

3. Both the driver and right front passenger seatbelts were reported as buckled at the time of the collision and both restraints showed signs of use. Both front supplemental inflatable restraints deployed.

4. At impact, Vehicle #2 underwent a negative 29.82 miles per hour longitudinal speed change and a positive (left to right) 9.49 mile per hour lateral speed change. This change in speed is consistent with this collision.

5. The right front shoulder belt height adjuster was likely adjusted to the bottom of the guide loop track, with the locking pin disengaged in a position below the lowest adjustment slot. During the collision, force applied to the utilized right front seatbelt caused the guide loop mechanism to slide downward and off the guide loop track. This separation would cause significant slack in the right front passenger's seatbelt webbing resulting in inadequate restraint of the right front passenger. The right front passenger would likely continue to move forward with respect to Vehicle #2's interior as the vehicle slowed.

6. The 2011 Cadillac STS owner's manual suggests that occupants should attempt to move the shoulder belt height adjuster *down* after adjusting the height of the seatbelt. Even though the owner's manual indicated that some action should be performed to "*make sure it is locked into position,"* moving the height adjuster down may not secure the locking pin in all instances.

ANNEX A

Control Module Download

The data contained within this Annex was generated by the Airbag Control Module from the Cadillac STS.

IMPORTANT NOTICE: Robert Bosch LLC and the manufacturers whose vehicles are accessible using the CDR System urge end users to use the latest production release of the Crash Data Retrieval system software when viewing, printing or exporting any retrieved data from within the CDR program. Using the latest version of the CDR software is the best way to ensure that retrieved data has been translated using the most current information provided by the manufacturers of the vehicles supported by this product.

CDR File Information

User Entered VIN	1G6DW6ED7B0[redacted]
User	S. TAGGART, 15589
Case Number	SL-42-12
EDR Data Imaging Date	11/01/2012
Crash Date	10/24/2012
Filename	1G6DW6ED7B0[redacted] ACM SL-42-12.CDRX
Saved on	Thursday, November 1 2012 at 13:07:12
Collected with CDR version	Crash Data Retrieval Tool 8.0
Reported with CDR version	Crash Data Retrieval Tool 8.0
EDR Device Type	Airbag Control Module
Event(s) recovered	Deployment

Comments

ACM image at Semper Fi Towing for a suspected seatbelt failure. Authorization signed by registered owners attorney on 10/31/12. Officer Bomar present during inspection. Attempt DLC image with vehicles battery power restored. Stock tire size, P235/50/R17. Same tires installed

Data Limitations

Recorded Crash Events:

There are two types of recorded crash events. The first is the Non-Deployment Event. A Non-Deployment Event records data but does not deploy the air bag(s). The minimum SDM Recorded Vehicle Velocity Change, that is needed to record a Non-Deployment Event, is five MPH. A Non-Deployment Event may contain Pre-Crash and Crash data. The SDM can store up to one Non-Deployment Event. This event can be overwritten by an event that has a greater SDM recorded vehicle velocity change. This event will be cleared by the SDM, after approximately 250 ignition cycles. This event can be overwritten by a second Deployment Event, referred to as Deployment Event #2, if the Non-Deployment Event is not locked. The data in the Non-Deployment Event file will be locked, if the Non-Deployment Event occurred within five seconds of a Deployment Event. A locked Non Deployment Event cannot be overwritten or cleared by the SDM.
The second type of SDM recorded crash event is the Deployment Event. It also may contain Pre-Crash and Crash data. The SDM can store up to two different Deployment Events. If a second Deployment Event occurs any time after the Deployment Event, the Deployment Event #2 will overwrite any non-locked Non-Deployment Event. Deployment Events cannot be overwritten or cleared by the SDM. Once the SDM has deployed an air bag, the SDM must be replaced.

Data:

-SDM Recorded Vehicle Velocity Change reflects the change in velocity that the sensing system experienced during the recorded portion of the event. SDM Recorded Vehicle Velocity Change is the change in velocity during the recording time and is not the speed the vehicle was traveling before the event, and is also not the Barrier Equivalent Velocity. For Deployment Events, the SDM can record up to 220 milliseconds of data after Deployment criteria is met and up to 70 milliseconds before Deployment criteria is met. For Non-Deployment Events, the SDM can record up to the first 300 milliseconds of data after algorithm enable. Velocity Change data is displayed in SAE sign convention.

-The CDR tool displays time from Algorithm Enable (AE) to time of Deployment command in a Deployment event and AE to time of maximum SDM recorded vehicle velocity change in a Non-Deployment event. Time from AE begins when the first air bag system enable threshold is met and ends when Deployment command criteria is met or at maximum SDM recorded vehicle velocity change. Air bag systems such as frontal, side, or rollover, may be a source of an enable. The time represented in a CDR report can be that of the enable of one air bag system to the Deployment time of another air bag system.

-Maximum Recorded Vehicle Velocity Change is the maximum square root value of the sum of the squares for the vehicle's combined "X" and "Y" axis change in velocity.

-Event Recording Complete will indicate if data from the recorded event has been fully written to the SDM memory or if it has been interrupted and not fully written.

-SDM Recorded Vehicle Speed accuracy can be affected by various factors, including but not limited to the following:
- -Significant changes in the tire's rolling radius
- -Final drive axle ratio changes
- -Wheel lockup and wheel slip

-Brake Switch Circuit Status indicates the open/closed state of the brake switch circuit.

-Pre-Crash data is recorded asynchronously.
-Pre-Crash Electronic Data Validity Check Status indicates “Data Invalid” if:
    -The SDM receives a message with an “invalid” flag from the module sending the pre-crash data
    -No data is received from the module sending the pre-crash data
    -No module is present to send the pre-crash data
-Driver’s and Passenger’s Belt Switch Circuit Status indicates the status of the seat belt switch circuit, except: The Passenger Belt Switch Circuit Status for 2005 vehicles is available only on the Cadillac STS. The Passenger Belt Switch Circuit Status for 2006 Chevrolet Cobalt Sport Coupe (AP) model vehicles, with the option package that includes Recaro brand seats (RPO ALV), always reports a default value of “Buckled,” because there is no passenger belt switch with the Recaro seat option.
-The Time Between Non-Deployment to Deployment Events is displayed in seconds. If the time between the two events is greater than five seconds, “N/A” is displayed in place of the time. If the value is negative, then the Deployment Event occurred first. If the value is positive, then the Non-Deployment Event occurred first.
-If power to the SDM is lost during a crash event, all or part of the crash record may not be recorded.
-The ignition cycle counter relies upon the transitions through OFF->RUN->CRANK power-moding messages, on the GMLAN communication bus, to increment the counter. Applying and removing of battery power to the module will not increment the ignition counter.
-Steering Wheel Angle data is displayed as a positive value when the steering wheel is turned to the right and a negative value when the steering wheel is turned to the left, except for Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7). For Cadillac STS model vehicles with StabiliTrak 3.0 systems (RPO JL7), when the steering wheel is turned to the right, a negative value will be displayed and when the steering wheel is turned to the left, a positive value will be displayed. The Steering Wheel Angle data is reported in 16 degree increments.

Data Source:
All SDM recorded data is measured, calculated, and stored internally, except for the following:
-Vehicle Status Data (Pre-Crash) is transmitted to the SDM, by various vehicle control modules, via the vehicle’s communication network.
-The Belt Switch Circuit is wired directly to the SDM.

01016_SDMEps_r004

Multiple Event Data

Associated Events Not Recorded	0
An Event(s) Preceded the Recorded Event(s)	No
An Event(s) was in Between the Recorded Event(s)	No
An Event(s) Followed the Recorded Event(s)	No
The Event(s) Not Recorded was a Deployment Event(s)	No
The Event(s) Not Recorded was a Non-Deployment Event(s)	No

System Status At AE

Vehicle Identification Number	**6DW6ED*B[redacted]
Low Tire Pressure Warning Lamp (If Equipped)	OFF
Vehicle Power Mode Status	Run
Remote Start Status (If Equipped)	Inactive
Run/Crank Ignition Switch Logic Level	Active
Brake System Warning Lamp (If Equipped)	OFF

System Status At 1 second

Transmission Range (If Equipped)	Sixth Gear
Transmission Selector Position (If Equipped)	Sixth Gear
Traction Control System Active (If Equipped)	No
Service Engine Soon (Non-Emission Related) Lamp	OFF
Service Vehicle Soon Lamp	OFF
Outside Air Temperature (degrees F) (If Equipped)	70
Left Front Door Status (If Equipped)	Closed
Right Front Door Status (If Equipped)	Closed
Left Rear Door Status (If Equipped)	Closed
Right Rear Door Status (If Equipped)	Closed
Rear Door(s) Status (If Equipped)	Closed

Pre-crash data

Parameter	-2 sec	-1 sec
Reduced Engine Power Mode	OFF	OFF
Cruise Control Active (If Equipped)	No	No
Cruise Control Resume Switch Active (If Equipped)	No	No
Cruise Control Set Switch Active (If Equipped)	No	No

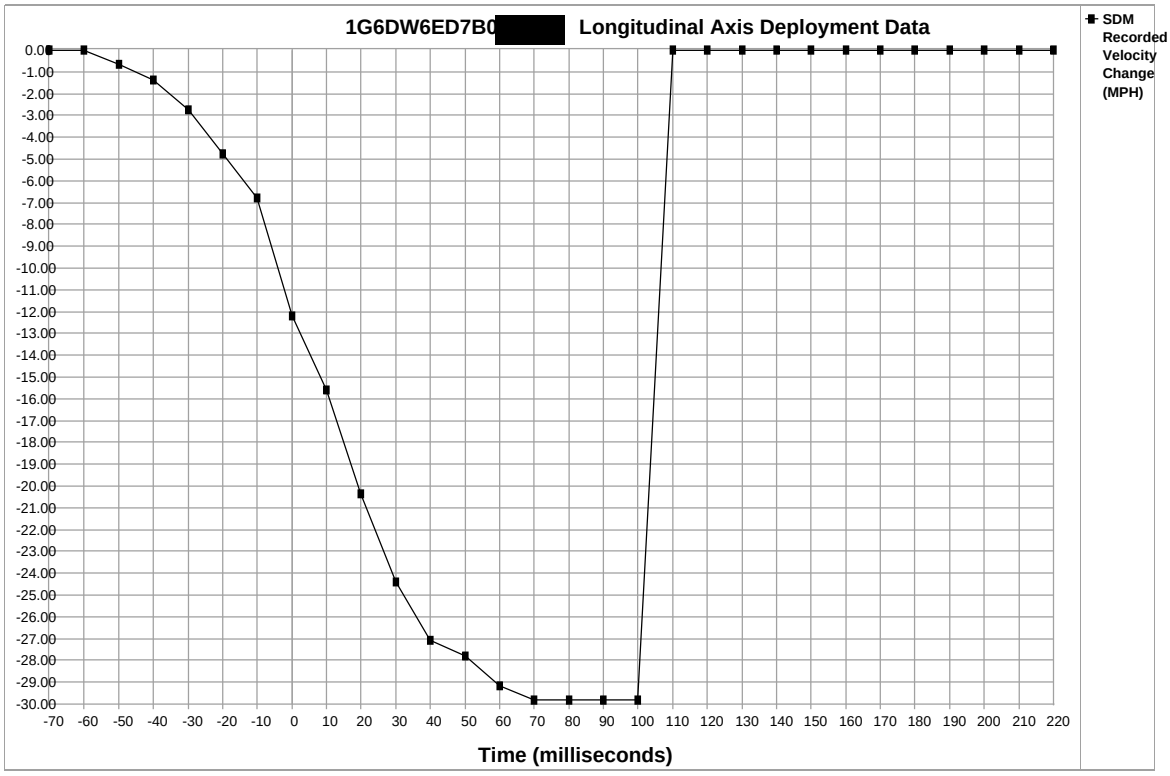
Pre-Crash Data

Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Vehicle Speed (MPH)	46	47	47	48	47
Engine Speed (RPM)	1280	1280	1344	1344	1280
Percent Throttle	31	31	31	32	14
Brake Switch Circuit State	OFF	OFF	OFF	OFF	ON
Accelerator Pedal Position (percent)	24	24	24	25	0
Antilock Brake System Active (If Equipped)	No	No	No	No	No
Lateral Acceleration (feet/s²)(If Equipped)	0.00	0.82	0.82	0.82	9.84

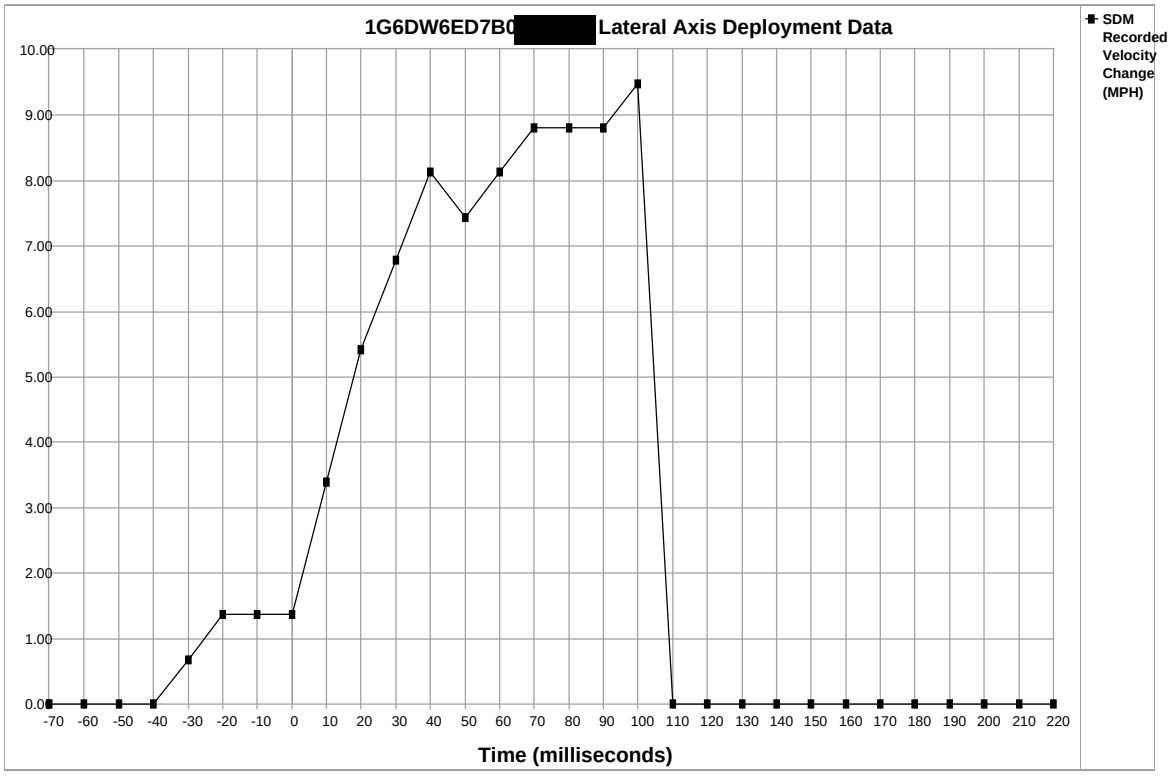
Parameter	-5 sec	-4 sec	-3 sec	-2 sec	-1 sec
Yaw Rate (degrees per second) (If Equipped)	0	0	0	0	9
Steering Wheel Angle (degrees) (If Equipped)	0	0	0	0	32
Vehicle Dynamics Control Active (If Equipped)	No	No	No	No	No

System Status At Deployment

Ignition Cycles At Investigation	4534
SIR Warning Lamp Status	OFF
SIR Warning Lamp ON/OFF Time (seconds)	655200
Number of Ignition Cycles SIR Warning Lamp was ON/OFF Continuously	4533
Ignition Cycles At Event	4534
Ignition Cycles Since DTCs Were Last Cleared	254
Driver's Belt Switch Circuit Status	BUCKLED
Passenger Belt Switch Circuit Status (If Equipped)	BUCKLED
Diagnostic Trouble Codes at Event, fault number: 1	N/A
Diagnostic Trouble Codes at Event, fault number: 2	N/A
Diagnostic Trouble Codes at Event, fault number: 3	N/A
Diagnostic Trouble Codes at Event, fault number: 4	N/A
Diagnostic Trouble Codes at Event, fault number: 5	N/A
Diagnostic Trouble Codes at Event, fault number: 6	N/A
Automatic Passenger SIR Suppression System Validity Status at AE	Valid
Automatic Passenger SIR Suppression System Status at AE	Air Bag Not Suppressed
Automatic Passenger SIR Suppression System Validity Status at First Deployment Command	Valid
Automatic Passenger SIR Suppression System Status at First Deployment Command	Air Bag Not Suppressed
Driver 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	42
Driver 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	42
Passenger 1st Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	42
Passenger 2nd Stage Time From Algorithm Enable to Deployment Command Criteria Met (msec)	42
Driver Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met (msec)	N/A
Passenger Side or Roof Rail/Head Curtain Time From Algorithm Enable to Deployment Command Criteria Met (msec)	N/A
Time Between Events (sec)	0
Driver First Stage Deployment Loop Commanded	Yes
Driver Second Stage Deployment Loop Commanded	Yes
Driver Side Deployment Loop Commanded	No
Driver Pretensioner Deployment Loop Commanded	Yes
Driver (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Driver (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Driver Knee Deployment Loop Commanded	No
Passenger First Stage Deployment Loop Commanded	Yes
Passenger Second Stage Deployment Loop Commanded	Yes
Passenger Side Deployment Loop Commanded	No
Passenger Pretensioner Deployment Loop Commanded	Yes
Passenger (Initiator 1) Roof Rail/Head Curtain Loop Commanded	No
Passenger (Initiator 2) Roof Rail/Head Curtain Loop Commanded	No
Passenger Knee Deployment Loop Commanded	No
Driver Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Left Pretensioner Deployment Loop Commanded	No
Third Row Left Roof Rail/Head Curtain Loop Commanded	No
Passenger Anchor Pretensioner Deployment Loop Commanded (If Equipped)	No
Second Row Right Pretensioner Deployment Loop Commanded	No
Third Row Right Roof Rail/Head Curtain Loop Commanded	No
Second Row Center Pretensioner Deployment Loop Commanded	No
Driver 2nd Stage Deployment Loop Commanded for Disposal	No
Passenger 2nd Stage Deployment Loop Commanded for Disposal	No
Crash Record Locked	Yes
Vehicle Event Data (Pre-Crash) Associated With This Event	Yes
Deployment Event Recorded in the Non-Deployment Record	No
Event Recording Complete	Yes



Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Longitudinal Axis Recorded Velocity Change (MPH)	0 00	0 00	-0.68	-1.36	-2.71	-4.74	-6.78	-12.20	-15.59	-20 33	-24.40	-27.11	-27.79	-29.14	-29.82
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Longitudinal Axis Recorded Velocity Change (MPH)	-29.82	-29.82	-29 82	0.00	0 00	0.00	0.00	0.00	0 00	0.00	0.00	0 00	0.00	0.00	0.00



Time (milliseconds)	-70	-60	-50	-40	-30	-20	-10	0	10	20	30	40	50	60	70
SDM Lateral Axis Recorded Velocity Change (MPH)	0 00	0 00	0.00	0.00	0 68	1.36	1.36	1.36	3 39	5.42	6.78	8.13	7.45	8.13	8.81
Time (milliseconds)	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
SDM Lateral Axis Recorded Velocity Change (MPH)	8 81	8 81	9.49	0.00	0 00	0.00	0.00	0.00	0 00	0.00	0.00	0 00	0.00	0.00	0.00

Hexadecimal Data

Data that the vehicle manufacturer has specified for data retrieval is shown in the hexadecimal data section of the CDR report. The hexadecimal data section of the CDR report may contain data that is not translated by the CDR program. The control module contains additional data that is not retrievable by the CDR system.

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$44  C6 00 00 FC 80 C0
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$B1  FD FE 00
$B2  FF FF FF FF FF
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$B7  50 AA 01 02 07
$B8  44 45 84 02 12
$C1  30 32 30 37
$CA  30 32 30 37
$CB  01 89 EC 74
$CC  01 89 EC 74
$D1  00 00
$DB  00 00
$DC  00 00
```

Disclaimer of Liability

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