

 U.S. Department of Transportation National Highway Traffic Safety Administration		INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)		FOR AGENCY USE ONLY 100148			
		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		Date Received 06-AUG-2014		Repository ☐ Reference No. 10619311	
OWNER INFORMATION (Type or Print)							
Name		[REDACTED]		Daytime Telephone Number		E-mail Address	
Address		[REDACTED]		[REDACTED]		NOEMAIL@UNK.GOV	
City		LAWRENCEVILLE		State		GA	
Zip Code		[REDACTED]		Evening Telephone Number		SAME	
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	
YS3DF58K912 [REDACTED]				SAAB		9-3	
Date Purchased		Dealer's Name and Telephone Number ?				Engine:	
Original Owner		Dealer's City		State		No: Cylinders	
[REDACTED]		[REDACTED]		[REDACTED]		4	
Transmission Type		Antilock Brakes		Powertrain		Multiple Failure: side	
AUTOMATIC		[X] Cruise Control		4 cylinder (TURBO CHARGE)		AIR BAGS + STRUCTURAL INTEGRITY	
Incident Date(s)				09-OCT-2010			
FAILED COMPONENT(S)/PART(S) INFORMATION							
Vehicle Component Code: 140000 AIR BAGS + "A" PILLAR BUCKLE INSIDE, + WELDING POINTS ARE WEAKEST THAN METAL SHEET. INTEGRITY OF ROOF						Failure Mileage	
						98000	
						92800	
FAILURE SPEED							
40 MPH							
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: DOTM19ABC036)		☐ 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	
[X] Yes [] No		[] Yes [X] No		1		2 1	
Reported to Police				Y			
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 OWNED A 2001 SAAB 9-3. THE CONTACT WAS INVOLVED IN A CRASH AND THE AIR BAGS FAILED TO DEPLOY. THE VEHICLE WAS DESTROYED. THE CONTACT WAS INJURED AND A POLICE REPORT WAS FILED. THE MANUFACTURER WAS NOT NOTIFIED. THE SPEED WAS UNKNOWN. THE FAILURE MILEAGE WAS 98,000.							
40-45 MPH driver died 92,800 MLS Please correct							
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.							

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

PLEASE SEE Police Report

+

Investigative Report

+

Medical Examiner Report

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382

Official Business
Penalty for Private Use \$300



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

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PERMIT NO. 1888

WASHINGTON, DC

POSTAGE WILL BE PAID BY ADDRESSEE

**US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210**

1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382



saferecar.gov

**Think your vehicle
has a safety defect?**



If so:

**Use the enclosed
form to file a report.**

or visit:

www.saferecar.gov

or call:

**Vehicle Safety Hotline
888-327-4236**



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration

To: **U.S Department of Transportation**
National Highway Traffic
Safety Administration
Complain ID # 10619311

On August- 6 - 2014 I reported to **NHTSA** about safety issue of my car: **2001 SAAB 9-3 SE** (VIN: **YS3DF58K912** [REDACTED]), The above car was involved in accident in which the driver of **SAAB** died at the scene, and the passenger of the **SAAB** (Driver's [REDACTED] years old sister...) was rush to Atlanta Children's Hospital with serious injuries. The Driver of the **SAAB** was my Son - [REDACTED]. He was driving strait forward on "Green Light" and suddenly from the left side His car was struck by another vehicle, none of them have excessive speed. Police determined that was about 40 - 45 or even less, speed was NOT a factor. The driver of Ford was found guilty and receive multiple citation, however after this years and multiple investigation clearly was found that **IF SAAB** side Air Bag (s) was deploy on time, His head ([REDACTED] - the Driver of **SAAB**) surely He will had good protection of His head against side impact, however the side Air Bag failed to deploy. And He did not have any protection whatsoever from side impact, just the seat belt... Understandable even if Air Bags was function properly He may sustain some minor injures like crack lip or bloody nose, or some scratches from flying pieces of glasses and [REDACTED] will recover fast and He will be between us today enjoying His life and bringing a lot of enjoyment to all of us today, but He is gone forever and left big void in all of our hearts, the wounds will be never healed... Beside the Air Bags malfunction also I send You some photo's about the welding joints and "A" pillar and Roof caving in. The strength of welding points should not be less than metal sheet or parts by itself. And why the "A" pillar cave in and form sharp point where it's so easy to get injured, also the roof front driver side cave in. No need to have a degree in "Rocket Science" to clearly observe/see the things in that **SAAB** did NOT perform how supposed to. Also one of the reason I bought that **SAAB** was for safety things which I thought and expect that in case of accident they will protect the occupants, look like not in that case, and also I check many photos of different **SAAB** (9-3 and 9-5) which was involved in accidents and again clearly showing that Air Bags do not diploid. I learn in many years about metal structure engineering, velocity, force, acceleration, momentum, kinetic energy and so on, and last 16 years work on automotive industry and saw many things on the cars, like "cut corner" designs, poor quality fabrication of parts, or assembly and so on. And it is too bad that innocent people have to suffer when if small things was done differently the result very likely can be different. I do NOT want to teach **US DOT** or **NHTSA** how to do they're job, but PLEASE realize

that how You will do, depend how many life will be saved or lost , and how many thousand will be in the morn for rest of they life, so please indentify the UNSAFE vehicle and recall them . Also if the accident happen how **NHTSA** collect information about the components of the car which fail to perform ? You just waiting until the owner/driver will file complaint and give You all the info , how about if the driver died and no one can do or did not know how... I think **NHTSA** should go on the "field" and pick-up all (or mostly of them) the cars which involve in accidents with fatality result and thoroughly check/inspect and make immediate recommendation to the manufacturer and issue a recall or even in some instances to stop using such cars on the road. By the way how I can obtain the result of my car (2001 SAAB 9-3) in which my Son [REDACTED] died , amin side impact, frontal impact , roll over and so on ... My SAAB was not even 9 years old at the time of accident , I think first time was sold on Dec. 2001, I bought from private person in good condition in Feb. 2009.

Also please make all the correction in the complain #10619311 , my name, address and some info about the car need to be corrected . If You need some more info please let me know by mail or by texting on my cell phone or call .

Thank You all !

With respect

and whole family

Phone:

Address:

Lawrenceville GA

August 26, 2014

Investigative Report: 10G-0857

Report By: Robert M. Bazemore, Forensic Investigator

Deceased: [REDACTED]

Report of Death:

On Saturday, October 9, 2010 at 1217 hours, I received a page to call the Gwinnett County Police Communications regarding a fatality accident. I made contact with Officer Falkenhagen of the Gwinnett County Police Accident Investigation Unit. He stated they were on the scene of a fatality accident with one confirmed person dead at the intersection of Old Norcross Road and Cruse Road, Lawrenceville, Georgia 30044. The deceased, an [REDACTED] year-old male driver was still trapped in an overturned vehicle at the scene. I advised him I would be en route to the scene.

Jurisdiction:

Under the provisions of the Georgia Death Investigation Act, jurisdiction was accepted in this death.

Arrival at Scene:

Upon my arrival at 1300 hours, I met with Officer Falkenhagen and Corporal Le with the Gwinnett County Police Department Accident Investigation Unit.

Available Information:

Officer Falkenhagen reported that a gray 2001 Saab 93SE four door passenger car, was traveling east on Old Norcross Road through the intersection with Cruse Road on a green light. A white 2002 Ford Explorer SUV, was traveling south on Cruse Road, ran a red light and struck the Saab in the left side, causing it to overturn and come to rest on its roof on the southeast shoulder of the intersection. All three occupants of the Ford Explorer had minor injuries. The [REDACTED] passenger of the Saab was transported to Children's Healthcare of Atlanta at Scottish Rite with serious injuries. The driver of the Saab was confirmed dead on the scene and was suspended in the overturned vehicle by his seatbelt. The identity of the decedent was believed to be [REDACTED] the [REDACTED] year-old brother of the passenger, [REDACTED]. This had not been confirmed and the driver remained in the vehicle, not being extricated until my arrival. This incident was being investigated under Gwinnett County Police case # 10-096226.

FOR # 10619311

Immediate Scene Description:

The incident location was the southeast corner shoulder of the public roadway at the intersection of Old Norcross Road and Cruse Road. The weather was clear with bright sunlight and a temperature in the high seventies. The intersection was cordoned off by the Gwinnett County police and fire department personnel and public access was denied while the AIU conducted their investigation. The overturned Saab passenger car was attended by fire personnel that were standing by to extricate the driver. The sides of the vehicle were covered by white sheets denying public view of the vehicle interior. There was obvious severe damage to the driver's side of the vehicle.

Debris in the intersection was being cleaned up by the wrecker service. The white Ford Explorer was being loaded onto a flatbed wrecker and I did not observe the extent of damage.

I looked inside the overturned Saab and observed the white male driver, still suspended from his seat by the seat belt. There was a moderate amount of blood present on the ceiling of the vehicle. Obvious damage could be seen at the driver's side of the interior and that door would not open. Fire department personnel were accessing the driver by way of the rear doors that they could open.

Photographs:

The scene was documented with digital photography.

Examination and Manipulation of Decedent:

The driver of the Saab, later identified as [REDACTED] was first observed seated and suspended from the driver's seat with his arms hanging limp toward the ceiling. He was wearing a navy blue and gray striped hooded t-shirt and blue jeans. Blood was flowing from his nose, mouth and ears. He was further examined after he was extricated from the vehicle by fire personnel. He was still warm to the touch. Rigor mortis was not present. Livor mortis was not present. Both eyes were examined and did not show any signs of petechial hemorrhaging. The neck region was free and clear of any suspicious marks or features. Upon palpation of the scalp, no obvious underlying skull fractures or injuries were identified but it was noted that his head was very loose on his neck. There were no broken bones noted in any of his extremities. A black fabric tri-fold wallet was removed from his back left pocket and a Georgia driver's license was located there and turned over to Corporal Le.

Identification of Decedent:

The decedent was identified from his Georgia driver's license as [REDACTED] a white male, [REDACTED] years of age, date of birth [REDACTED]. This identity was later confirmed when his mother, [REDACTED] arrived on scene and notification was made by Corporal Le.

Pronouncement of Decedent:

Based on [REDACTED] being found lifeless by qualified emergency medical personnel, I pronounced him dead at 1305 hours.

Removal of Decedent:

I placed [REDACTED] into an unused disaster bag. A representative with the Medical Examiner's transport service transported him to the county morgue for an examination by the Medical Examiner.

Summary and Conclusion:

All information and my scene investigation are consistent with [REDACTED] dying as the result of blunt force trauma associated with the vehicle collision; however, this is in no way conclusive. All available information will be provided to the Medical Examiner. The cause and manner of death will be determined by the Medical Examiner.



Robert M. Bazemore
Forensic Investigator

JUVENILE INVOLVED? ☒ Yes ☐ No		COMMERCIAL? ☐ N PRIVATE PROPERTY? ☒ N		PAGE _____ Of _____	
Accident Number 100096226		Agency NCIC No. GA0670200		GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT	
Date 10-09-2010		County GWINNETT		Date Rec by DMVS	
Time 1150		Off. Arrived 1056		Vehicles 2 Total Number of Injuries 4 Fatalities 1	
Road of Occurrence OLD NORCROSS RD NW		At Its Intersection With CRUSE RD NW		Corrected Report? Yes ☐ N	
1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☒ Co. Road 4 ☐ City St.		1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☒ Co. Road 4 ☐ City St.		Suppl to Original? Yes ☐ N	
Not at Its Intersection But _____		Of: _____		Hit & Run Yes ☐ N	
And continuing in the direction checked above, the Next Reference Point Is _____		1 ☐ Interstate 2 ☐ Lowest St. Rt. 3 ☐ Co. Road 4 ☐ City St. 5 ☐ Co. Line		City LAWRENCEVILLE	
Inv: ☒ DRV LAST NAME FIRST MIDDLE INITIAL		Inv: ☒ DRV LAST NAME FIRST MIDDLE INITIAL		Grid 411005	
# 1 Address		# 2 Address			
City NORCROSS State GA Zip DOB		City LAWRENCEVILLE State GA Zip DOB			
Driver's License No. Class State GA ☐ Male ☒ Female		Driver's License No. Class State GA ☒ Male ☐ Female			
Posted Speed 45 Insurance Co. PROGRESSIVE Policy No.		Posted Speed 45 Insurance Co. LIBERTY MUTUAL Policy No.			
Year 2002 Make FORD Model EXPLORER Telephone No.		Year 2001 Make SAA Model 93SE Telephone No.			
VIN 1FMZU63W42L Vehicle Color WHI		VIN YS3DF58K912 Vehicle Color GRY			
Tag # State GA County GWINNETT Month / Year 11 / 2010		Tag # State County Month / Year 09 / 2011			
Trailer Tag # State County Month / Year		Trailer Tag # State County Month / Year			
☒ Same as Driver Owner's Name (last first middle initial)		☐ Same as Driver Owner's Name (last first middle initial)			
Address		Address			
City State Zip		City LAWRENCEVILLE State GA Zip			
Removed By STATEWIDE ☐ Request ☒ List		Removed By STATEWIDE ☐ Request ☒ List			
Alcohol Test 2 Type Results Drug Test 2 Type Results		Alcohol Test 2 Type Results Drug Test 2 Type Results			
Driver Cond 2 Direction of Travel 2 Vision Obscured 1 Contributing Factors 04		Driver Cond 2 Direction of Travel 3 Vision Obscured Contributing Factors 01			
Veh Cond 1 Veh Maneuver 5 Ped Maneuver		Veh Cond 1 Veh Maneuver 5 Ped Maneuver			
Most Harmful Event 11 Veh Class: 1 Veh Type: 11		Most Harmful Event 11 Veh Class: 1 Veh Type: 1			
Traffic Ctrl 2 Device Inoperative? ☐ Yes ☒ No		Traffic Ctrl 2 Device Inoperative? ☐ Yes ☒ No			
Injured Taken To: SCOTTISH RITE, GMC, EGLESTON		By: GWINNETT COUNTY FIRE SERVICES			
EMS Notified Time 1150 EMS Arrival Time 1155 Hospital Arrival Time 1230		Photos Taken ☒ Yes ☐ No By: INV. FALKENHAGEN, J. #951			
Report By: B951 < - Badge # Department Gwinnett County Police Dept. Report Date 10-09-2010		Checked By: B683 HYDE,CS Date Checked 10-09-2010			
FALKENHAGEN, JN					
Witness(es): NAME (last first middle initial) Street Address City State Zip Telephone No.					
1 NAME (last first middle initial) Street Address City State Zip Telephone No.					
2					
DMVS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)					
Carrier Name Vehicle # Address City State Zip		Carrier Name Vehicle # Address City State Zip			
No. of Axles G.V.W.R. Fed. Reportable ☐ Yes ☐ No Cargo Body Type		No. of Axles G.V.W.R. Fed. Reportable ☐ Yes ☐ No Cargo Body Type			
Vehicle Config. I.C.C.M.C.# U.S.D.O.T.# Interstate ☐ Intrastate ☐		Vehicle Config. I.C.C.M.C.# U.S.D.O.T.# Interstate ☐ Intrastate ☐			
C.D.L.? 1. ☐ Yes 2. ☐ No C.D.L. Suspended? 1. ☐ Yes 2. ☐ No		C.D.L.? 1. ☐ Yes 2. ☐ No C.D.L. Suspended? 1. ☐ Yes 2. ☐ No			
Vehicle Placarded? 1. ☐ Yes 2. ☐ No Hazardous Materials? 1. ☐ Yes 2. ☐ No		Vehicle Placarded? 1. ☐ Yes 2. ☐ No Hazardous Materials? 1. ☐ Yes 2. ☐ No			
Released? 1. ☐ Yes 2. ☐ No		Released? 1. ☐ Yes 2. ☐ No			
If YES, Name or 4 Digit Number from Diamond or Box: _____		If YES, Name or 4 Digit Number from Diamond or Box: _____			
1 Digit Number from Bottom of Diamond: _____		1 Digit Number from Bottom of Diamond: _____			
___ Ran Off Road ___ Down Hill Runaway ___ Cargo Loss/Shift ___ Separation of Units		___ Ran Off Road ___ Down Hill Runaway ___ Cargo Loss/Shift ___ Separation of Units			

FOR # 10619311

Accident Number: 100096226

Nature of Call: 5102

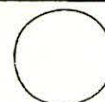
From Time: 1150

Date From: 10-09-2010

REMARKS:

VEHICLE #1 WAS TRAVELING WEST ON OLD NORCROSS ROAD ATTEMPTING TO TURN LEFT ONTO CRUSE ROAD. VEHICLE #2 WAS TRAVELING EAST ON OLD NORCROSS ROAD AND INTENDED TO CONTINUE STRAIGHT. AT THE INTERSECTION OF CRUSE ROAD AND OLD NORCROSS ROAD VEHICLE #1 AND VEHICLE #2 COLLIDED. DRIVER #1 SUSTAINED INJURIES AND WAS TRANSPORTED TO GWINNETT MEDICAL CENTER. PASSENGERS OF VEHICLE #1 ALSO SUSTAINED INJURIES AND WERE TRANSPORTED TO SCOTTISH RITE HOSPITAL OF ATLANTA. DRIVER #2 DIED ON SCENE DUE TO SERIOUS INJURIES AND HAD TO BE EXTRICATED FROM VEHICLE #2. THE PASSENGER OF VEHICLE #2 WAS TRANSPORTED TO EGLESTON CHILDREN'S HOSPITAL OF ATLANTA WITH SERIOUS INJURIES. BOTH VEHICLE'S WERE TRANSPORTED TO GWINNETT COUNTY POLICE HEADQUARTERS BY STATEWIDE WRECKER SERVICE AND PLACED IN GWINNETT COUNTY POLICE ACCIDENT INVESTIGATION LOT FOR INSPECTION AT A LATER DATE. THIS IS A PRELIMINARY REPORT AND INVESTIGATION CONTINUES.

INDICATE ON THIS DIAGRAM WHAT HAPPENED

INDICATE
NORTH

Citations - Vehicle # 1

Veh 1 Violation: NONE

Citation #:

Citations - Vehicle # 2

Veh 2 Violation: NONE

Citation #:

First Harmful Event	Traffic-Way Flow	Weather	Surface Cond.	Light Cond.	Manner of Collision	Location at Area of Impact	Road Comp.	Road Def.	Road Character	Construction Maintenance Zone
11	1	1	1	1	1	1	2	1	1	0

Veh # 1		Veh # 2		Skid Distance Before Impact	0 AFTER 0		Width of Road	
Number of Occupants	3	2			Veh 1	Veh 1		
Point of Initial Contact	12	03			0 AFTER 0		36	
Damage to Vehicles	3	4			Veh 2	Veh 2		

Damage Other Than Vehicle	Owner: Name	AGE	SEX	VEH #	POS	INJURY	TAKEN FOR TREAT	EJECT	SAFETY EQUIP	EXTRIC	AIR BAG
NONE	Address:										

Occupants (List Below):		Driver #1 or Pedestrian #	Driver #2 or Pedestrian #	AGE	SEX	VEH #	POS	INJURY	TAKEN FOR TREAT	EJECT	SAFETY EQUIP	EXTRIC	AIR BAG
								3	1	1	0	2	1
								1	2	1	3	1	1

Last Name	First	Address	City	State	ZIP	X	X	X	X	XXX	XXX	XXX	XXX	XXX	XX
			LAWRENCEVILLE	GA			F	2	2	2	1	1	3	2	1
			NORCROSS	GA			M	1	4	2	1	1	0	2	0
			NORCROSS	GA			F	1	5	2	1	1	0	2	0

REPORT DATE: 10-09-2010
REPORT TIME: 2149

GWINNETT COUNTY POLICE DEPARTMENT

JUVENILE INVOLVED?

☐ Yes ☒ No

CASE NUMBER:

100096226

INV: NAME (FULL):

PAS: [REDACTED]

NATURE OF CALL:

5102

Report Type:

INCIDENT

NARRATIVE:

1 ON OCTOBER 9, 2010 I WAS DISPATCHED TO A VEHICLE ACCIDENT. WHEN I ARRIVED AT THE INTERSECTION OF OLD NORCROSS RD AND CRUSE RD I
2 SAW A WHITE SUV, WITH HEAVY FRONT END DAMAGE, IN THE MIDDLE OF THE INTERSECTION AND A CAR FLIPPED OVER, OFF OF THE ROAD WAY, NEXT
3 TO A LIGHT POLE. THE ONLY PERSON I COULD TALK WITH WAS THE DRIVER OF THE SUV. [REDACTED] SAID THAT SHE HAD A LOT OF
4 PAIN IN HER CHEST. I ASKED [REDACTED] WHAT HAD HAPPENED. [REDACTED] DID NOT SAY MUCH MUCH, BUT SHE DID SAY SHE DID NOT SEE THE VEHICLE
5 THAT SHE HAD HIT. [REDACTED] CHILDREN WERE ALSO IN THE VEHICLE. THE DAUGHTER, [REDACTED] WAS SITTING IN THE BACK SEAT. [REDACTED] HAD
6 SOME LACERATIONS TO HER LEFT LEG. THE SON WAS SITTING ON [REDACTED] LAP BUT WAS NOT COMPLAINING OF ANY PAIN. I WAS UNABLE TO GATHER
7 INFORMATION FROM THE OTHER VEHICLE BECAUSE BOTH THE DRIVER AND PASSENGER WERE TRAPPED AND THE FIRE DEPARTMENT WAS WORKING
8 ON GETTING THEM OUT. APU WAS CALLED OUT.
9
10 WHILE I GATHERED ADDITIONAL INFORMATION TWO OTHER OFFICERS GATHERED NAMES AND PHONE NUMBERS FROM THE WITNESSES THAT SAW THE
11 ACCIDENT. WHEN APU ARRIVED THE SCENE WAS TURNED OVER TO THEM.

CASE STATUS:

AC CASE ACTIVE

DATE CLEARED:

BADGE #: OFFICER:

B1319 SCOTT, A.R.

Assignment/Shift:

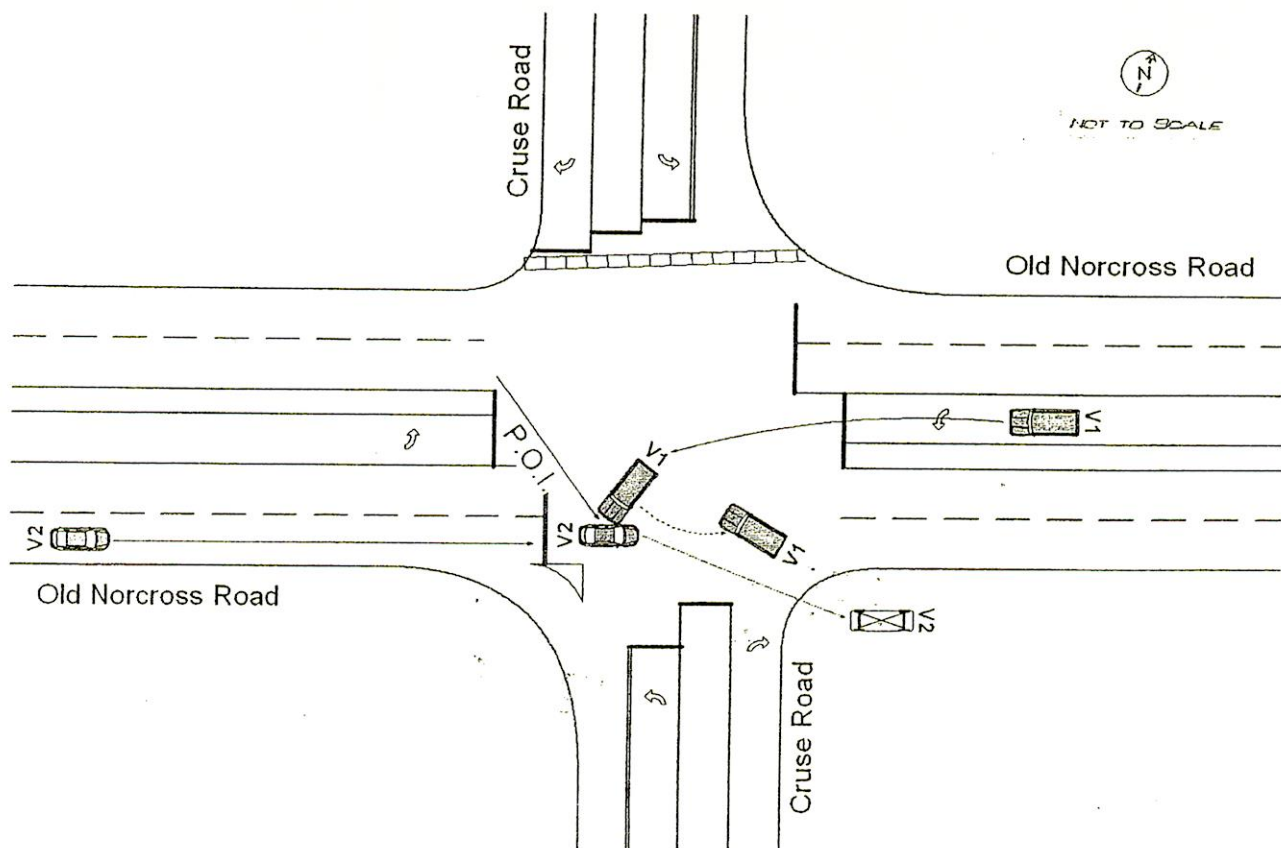
CSPR

Case Number: 10-096226

Date: 10/13/10

Location: Cruse Road/Old Norcross

Description:



JUVENILE INVOLVED? ☒ Yes ☐ No

Accident Number 100096226	Agency NCIC No. GA0670200	Accident Date 10-09-2010	GEORGIA UNIFORM MOTOR VEHICLE REPORT CONTINUATIO
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Occupants (List Below):

Last Name	First	Address	City	State	ZIP	AGE	SEX	VEH#	POS	INJURY	TAKEN FOR TREAT	EJECT	SAFETY EQUIP.	EXTRIC

Injured Taken to: _____ By: _____

Witness - Name (Last, First, MI Initial) _____ Address: (Street Address, City, State, Zip) _____ Phone: (Home, Business, C

	H
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	H

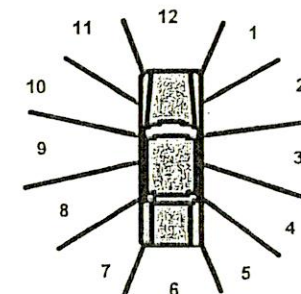
REMARKS:

Report By: FALKENHAGEN, JN

Badge # B951

BACK OVERLAY

TRAFFIC-WAY FLOW	LOCATION AT AREA OF IMPACT	AGE	SEX	SEATING POSITIONS
1 — Two-way Trafficway With No Physical Separation 2 — Two-way Trafficway With a Physical Separation 3 — Two-way Trafficway With a Physical Barrier 4 — One-way Trafficway 5 — Continuous Turning Lane	1 — On Roadway 4 — Median 2 — On Shoulder 5 — Ramp 3 — Off Roadway 6 — Gore	00 — Up To One Year 01 — 97 Actual Age 98 — Ninety-eight Or Older 99 — Unknown	M — Male F — Female	
WEATHER	ROAD COMPOSITION	TAKEN FOR TREATMENT		
1 — Clear 5 — Sleet 2 — Cloudy 6 — Fog 3 — Rain 7 — Other 4 — Snow	1 — Concrete 4 — Dirt 2 — Black Top 5 — Gravel 3 — Tar And Gravel 6 — Other	1 — Yes 2 — No		
SURFACE CONDITION	CONTRIBUTING ROAD DEFECTS	EJECTION CODE		
		1 — Not Ejected 3 — Totally Ejected 2 — Trapped 4 — Partially Ejected		
1 — Dry 6 — Mud 2 — Wet 7 — Sand 3 — Snowy 8 — Slush 4 — Icy 9 — Oil 5 — Other	1 — No Defects 2 — Defective Shoulders 3 — Holes, Deep Ruts, Bumps 4 — Loose Material On Surface 5 — Water Standing 6 — Road Under Construction 7 — Running Water 8 — Other	INJURY CODE		
LIGHT CONDITION	ROAD CHARACTER	SAFETY EQUIPMENT		
		0 — None Used 1 — Shoulder Belt 2 — Lap Belt 3 — Lap and Shoulder Belt 4 — Child Safety Seat (Property Used) 5 — Child Safety Seat (Improperly Used) 6 — Motorcycle Helmet 7 — Bicycle Helmet 8 — Unknown		
1 — Daylight 4 — Dark - Lighted 2 — Dusk 5 — Dark - Not Lighted 3 — Dawn	1 — Straight And Level 4 — Curve And Level 2 — Straight On Grade 5 — Curve On Grade 3 — Straight On Hillcrest 6 — Curve On Hillcrest	EXTRICATION (Equipment Used)		
MANNER OF COLLISION	CONSTRUCTION / MAINTENANCE ZONE	1 — Yes 2 — No		
	DAMAGE TO VEHICLE	AIR BAG FUNCTION		
1 — Angle 2 — Head On 3 — Rear End 4 — Sideswipe - Same Direction 5 — Sideswipe - Opposite Direction 6 — Not A Collision With a Motor Vehicle	0 — None 1 — Construction 2 — Maintenance 3 — Utility 4 — Work Zone, Type Unknown	0 — No Air Bag In This Seat 7 — Non-Deployed Side 1 — Deployed Air Bag 8 — Non-Deployed Other Direction 2 — Non-Deployed Air Bag 9 — Non-Deployed Multiple Direction 3 — Deployed Side 4 — Deployed other Directions 5 — Deployed Multiple Directions 6 — Non-Deployed Front		
POINTS OF INITIAL CONTACT USE: 00 — Overturned 13 — Top 14 — Undercarriage 15 — Non-Contact Vehicle				



FRONT OVERLAY

ALCOHOL AND/OR DRUG TEST GIVEN 1 — Yes 2 — No 3 — Refused	PEDESTRIAN MANEUVER 1 — Crossing, Not At Crosswalk 7 — Playing In Roadway 2 — Crossing at Crosswalk 8 — Standing in Road 3 — Walking with Traffic 9 — Off Roadway 4 — Walking Against Traffic 10 — Other 5 — Pushing Or Working on Vehicle 11 — Darting Into Traffic 6 — Other Working in Road		CONTRIBUTING FACTORS 1 — No Contributing Factors 2 — D.U.I. 3 — Following Too Close 4 — Failed to Yield 5 — Exceeding Speed Limit 6 — Disregard Stop Sign/Signal 7 — Wrong Side Of Road 8 — Weather Conditions 9 — Improper Passing 10 — Driver Lost Control 11 — Changed Lanes improperly 12 — Object Or Animal 13 — Improper Turn 14 — Parked Improperly 15 — Mechanical Or Vehicle Failure 16 — Surface Defects 17 — Misjudged Clearance 18 — Improper Backing 19 — No Signal/Improper Signal 20 — Driver Condition 21 — Driverless Vehicle 22 — Too Fast For Conditions 23 — Improper Passing Of School Bus 24 — Disregard Police Officer 25 — Distracted 26 — Other 27 — Cell Phone 28 — Inattentive		VEHICLE TYPE 1 — Passenger Car 15 — Ambulance 2 — Pickup Truck 16 — Motorized Recreational Vehicle 3 — Truck Tractor (Bobtail) 17 — Motorcycle Scooter 4 — Tractor/Trailer Mini-bike 5 — Tractor W/Twin Trailers 18 — Moped 6 — Logging Truck 19 — Pedal-cycle / Bicycle 7 — Logging Tractor/Trailer 20 — Farm or Construction 8 — Single Unit Truck Equipment 9 — Panel Truck 21 — All Terrain Vehicle 10 — Van 22 — Other Vehicle 11 — Utility Passenger Vehicle 23 — Go cart 12 — Vehicle With Trailer 13 — Bus 14 — Truck Towing House Trailer		
TYPE TEST 1 — Blood 3 — Urine 2 — Breath 4 — Other	FIRST HARMFUL EVENT/MOST HARMFUL EVENT NON-COLLISION 1 — Overturn 4 — Jackknife 2 — Fire/Explosion 5 — Other Non- Collision 3 — Immersion		VEHICLE CLASS 1 — Privately Owned 2 — Police 3 — Fire 4 — School 5 — Other Govt. Owned 6 — Military 7 — Commercial Vehicle (For Accident Reporting Purposes Only) 8 — Other		TRAFFIC CONTROL 0 — Gates 5 — Stop Or Yield Sign 1 — No Control Present 6 — No Passing Zone 2 — Traffic Signal 7 — Lanes 3 — RR Signal/Sign 8 — Other 4 — Warning Sign 9 — Flashing Lights		
DRIVER CONDITION 1 — Not Drinking 6 — U.I. Alcohol & 2 — Not Known if U.I. Drugs 3 — Drinking 7 — Physical Not Impaired Impairment 4 — U.I. Alcohol 8 — Apparently Fell 5 — U.I. Drugs Asleep	COLLISION WITH OBJECT NOT FIXED 6 — Pedestrian 11 — Motor Vehicle In Motion 7 — Pedal-cycle 12 — Motor Vehicle In Motion— In Other Roadway 8 — Railway Train 13 — Other Object (Not Fixed) 9 — Animal 14 — Deer 10 — Parked Motor Vehicle				CARGO BODY TYPE 1 — Van (Enclosed Box) 6 — Flatbed 2 — Auto Carrier 7 — Cargo Tanker 3 — Bus 8 — Concrete Mixer 4 — Dump 9 — Other 5 — Garbage/Refuse		
DIRECTION OF TRAVEL 1 — North 3 — East 2 — South 4 — West	COLLISION WITH FIXED OBJECT 15 — Impact Attenuate 25 — Utility Pole 16 — Bridge Pier/Abutment 26 — Other Post 17 — Bridge Parapet End 27 — Culvert 18 — Bridge Rail 28 — Curb 19 — Guardrail Face 29 — Ditch 20 — Guardrail End 30 — Embankment 21 — Median Barrier 31 — Fence 22 — Highway Traffic Sign 32 — Mailbox Post 23 — Overhead Sign Support 33 — Tree 24 — Luminaire light Support 34 — Other - Fixed Object				VEHICLE CONFIGURATION 1 — Bus (Seating for More Than 15 Passengers) 2 — Single Unit Truck: 2 Axles 3 — Single Unit Truck: 3 or More Axles 4 — Truck Trailer 5 — Truck Tractor (Bobtail) 6 — Tractor Trailer 7 — Tractor With Twin Trailers 8 — Unknown Heavy Truck (Cannot Classify)		
VISION OBSCURED BY 1 — Not Obscured 5 — Trees, Bushes 2 — Headlights 6 — Rain, Snow, Ice 3 — Sunlight on windshield 4 — Parked Vehicle 7 — Other							
VEHICLE CONDITION 1 — No Known Defects 5 — Steering 2 — Tire Failure Failure 3 — Brake Failure 6 — Slick Tires 4 — Improper Lights 7 — Other							
VEHICLE MANEUVER 1 — Turning Left 8 — Parked 2 — Turning Right 9 — Passing 3 — Making U-turn 10 — Negotiating A 4 — Stopped Curve 5 — Straight 11 — Entering/Leaving 6 — Changing Lanes Parking 7 — Backing 12 — Entering/Leaving Driveway							

OFFICE OF THE MEDICAL EXAMINER
GWINNETT COUNTY

Carol A. Terry, M.D.
Chief Medical Examiner

363 Swanson Dr
Suite
Lawrenceville, Georgia 300
Office: 770-995-55
Fax: 770-995-67

AMENDED (Typographical error, pg 11)

Medical Examiner's Report

Case Number: 10G-0857

Name of Deceased: [REDACTED]

Date of Death: October 9, 2010

Manner of Death: Accident (Traffic)

Cause of Death: Blunt-Force Head Trauma with Ring Fracture of
Basilar Skull

Other Significant Condition:

Medical Examiner's Investigator: Robert M. Bazemore

Procedure: Autopsy

Procedure Date: Sunday, October 10, 2010

Certification by Medical Examiner:

Medical Examiner: Carol A. Terry, M.D.

Medical Examiner's Signature: 

Date: 11/4/2010

FOR # 10619311

Other Procedures:

1. Documentary photographs are obtained.
2. Routine tissue sections are obtained and are held in formalin.
3. The dissected organs are forwarded with the body.
4. The clothing is forwarded with the body.
5. The copy of the LifeLink record is reviewed by Dr. Terry.
6. Vitreous fluid, the blood from LifeLink, and blood from the autopsy (a mixture of blood aspirated from the cranial vault and from the left pleural space) are submitted to the State Crime Laboratory for routine toxicologic analysis, including ethanol analysis.
7. A blood specimen is obtained, is air dried, and is held in the Gwinnett County Morgue.
8. Fingerprints are obtained by laboratory personnel.

CAUSE OF DEATH:

BLUNT-FORCE HEAD TRAUMA WITH RING FRACTURE OF BASILAR SKULL

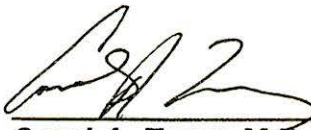
MANNER OF DEATH:

ACCIDENT (TRAFFIC)

Opinion and Comment:

This [REDACTED] year-old white male, [REDACTED] died as a result of the traumatic head injury he sustained as a driver of a car involved in a two-vehicle motor vehicle incident. The subject's most significant injury was his head trauma, which resulted in an extensive fracture of the base of the skull and a transection of the brainstem at the pontomedullary junction.

The subject showed no evidence of preexisting natural disease processes.

 MD 11/4/2010
Carol A. Terry, M.D.
CAT/glb

10619311

Defective air bags can cause and contribute to serious injuries in accidents. The following are some of the major things that can go wrong with air bags:

Side AIR BAG
Failed to
deploy in
SAAB.
No PROTECTION

FRONT AIR
BAG deployed
LATE.
ONLY side of
FACE TOUCHED

DRIVER
died
INSTANTLY.

- **Failure to deploy:** Drivers and passengers have every right to expect their air bags to deploy during severe enough frontal and side-impact collisions. In some instances, both or one of the air bags may fail to deploy in a severe crash. When an air bag fails to deploy as a result of a design or manufacturing defect, the occupant can suffer serious injuries by impacting with the steering wheel, windshield or other part of the vehicle.
- **Late deployment:** When an air bag deploys too late, the occupant can suffer even more severe injuries than would have been the case if it had not deployed at all. A bent steering wheel, a deformed air bag module cover, or occupant contact marks on the steering wheel are clues suggesting that late deployment has occurred.
- **Overpowered deployment:** Early-generation air bags are known for deploying much too forcefully. An overpowered air bag can cause catastrophic and even fatal injuries to an occupant who would otherwise have suffered only minor injuries or no injuries at all.
- **Inadvertent deployment:** Some vehicles' air bags deploy when they should not, either in a very minor impact or when there is no crash at all. An air bag can needlessly cause injuries in these situations.
- **Shrapnel from a defective air bag or inflator:** We have handled cases where metal shrapnel is shot out of the air bag inflator when the air bag deploys, striking a driver or occupant and causing serious injury. An air bag should never cause injury in circumstances like this. Foreign materials or objects deploying from the air bag and causing injury to vehicle occupants may be evidence of a serious defect.

You are here: Home / Vehicle Shoppers / Air Bags

5-Star Safety Ratings

Air Bags

Child Safety at
Parents Central

Resources

Rollover

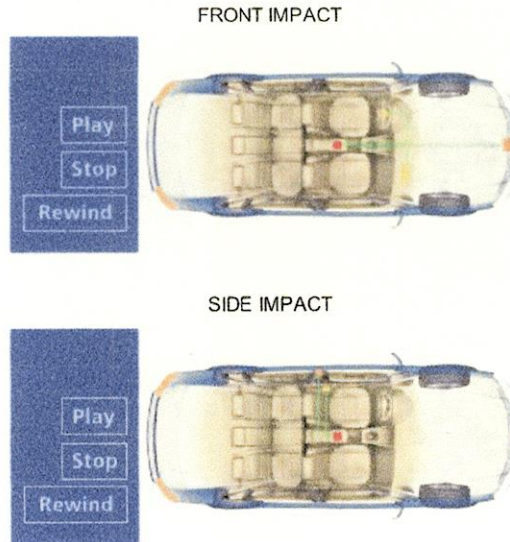
Safety Technology

Tires

Tires Rating

Passenger Van Safety

Air Bag Deployment



Air Bag Basics

[General Information](#)

[Air Bag Deployment](#)

[After Deployment](#)

[Air Bag - VIN number](#)

[Air Bag Module](#)

[Crash Sensors](#)

[Electronic Control Unit](#)

- When there is a moderate to severe crash, a signal is sent from the air bag system's electronic control unit to the inflator within the air bag module.
- An igniter in the inflator starts a chemical reaction that produces a harmless gas, which inflates the air bag within the blink of an eye - or less than 1/20th of a second.
- Side-impact air bags inflate even more quickly since there is less space between the occupant and the striking object, such as the interior of the vehicle, another vehicle, a tree, or a pole.
- Because air bags deploy very rapidly, serious or sometimes fatal injuries can occur if the occupant is too close to - or is in direct contact with - the air bag when it first begins to deploy.
- Sitting as far back from the steering wheel or dashboard as possible and using seat belts help prevent occupants from being "too close" to a deploying frontal air bag.
- Up until recently, nontoxic cornstarch or talcum powder was commonly used to lubricate air bag fabrics and aid in deployment. While these lubricants may sometimes appear to be "smoke" when released during deployment, they are actually harmless substances.
- Most of today's air bag fabrics and coatings (i.e., silicone) are sufficiently "slippery" that additional powder-like lubricants aren't necessary.
- Exceptions include some heavily coated side curtain air bags developed for rollover crash protection; these air bags may still be lubricated with talcum powder, which could potentially appear as "smoke" when these air bags inflate.

Like this
air-bags
HAVE TO
FUNCTION
PROPERLY
(PERFORM)

HOWEVER
IN MANY CARS
INCLUDING GM
AIR-BAGS
FAILED TO
PROTECT THE
OCCUPANTS.

NHTSA.GOV | 911.GOV | DISTRACTION.GOV | TRAFFICSAFETYMARKETING.GOV | EMS.GOV

Policies | Terms of Use | USA.gov | FOIA | Privacy Policy | Accessibility | Careers | Site Map | Contact NHTSA
1200 New Jersey Avenue, SE, West Building Washington DC 20590 USA 1.888.327.4236 TTY 1.800.424.9153

U.S. Department
of Transportation

USA.gov

10619311

Georgia Certificate of Title

DISCLAIMER: DO NOT ACCEPT THIS TITLE WITHOUT THE SECURITY THREAD LOCATED APPROXIMATELY TWO INCHES FROM LEFT EDGE.

VEHICLE IDENTIFICATION NUMBER	MAKE	YEAR	TYPE OF BODY	MODEL	CYL	DATE ISSUED
YS3DF58K912	SAAB	2001	4 DOOR	93 SE	4	11/10/2010
DATE VEHICLE PUR	FUEL	NEW OR USED	ODOMETER*	PREVIOUS TITLE NBR/STATE OF ISSUE	NBR OF LIENS	COLOR
02/27/2009	GASOLINE	USED	072341	/GA	0	GRY
			CURRENT TITLE NUMBER			

OWNER

LAWRENCEVILLE GA

* ODOMETER READING IS ACTUAL MILEAGE OF THE VEHICLE UNLESS OTHERWISE INDICATED BELOW.

MAIL TO:

LAWRENCEVILLE GA

1ST LIEN OR SECURITY INTEREST

THIS IS A REPLACEMENT CERTIFICATE AND MAY BE SUBJECT TO
THE RIGHTS OF A PERSON UNDER THE ORIGINAL CERTIFICATE

2ND LIEN OR SECURITY INTEREST

3RD LIEN OR SECURITY INTEREST

RELEASE OF LIEN OR SECURITY INTEREST

DATE OF RELEASE	SECURITY INTEREST HOLDER	AUTHORIZED AGENT
1ST LIEN		BY
2ND LIEN		BY
3RD LIEN		BY



The Georgia Department of Revenue issued this title pursuant to the Motor Vehicle Certificate of Title Act and this title is subject to its provisions. The Department certifies that on application duly made, the person named herein is registered as the lawful owner of the vehicle described subject to any liens or security interests set forth and such liens or security interests as may subsequently be filed with the Commissioner.

027227379

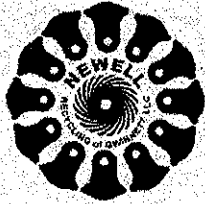
Paul L. Nadeau

30544530

STATE REVENUE COMMISSIONER

10619311

106 193 11



NEWELL RECYCLING OF GWINNETT
CONSERVING NATURAL RESOURCES SINCE 1935

LETTER OF DESTRUCTION

[REDACTED]
Lawrenceville, GA [REDACTED]

RE: Letter of Destruction

August 11, 2014

To Whom It May Concern:

This letter certifies that Newell Recycling of Gwinnett has received from you the following:

Automobile

Received on PO 3395387

VIN YS3DF58K912 [REDACTED]

2001 SAAB

This material was received on 11-16-12, it has not been salvaged, resold as a usable item, nor has it been sent to a landfill. This material has been shredded.

Thank you for the opportunity to acquire your scrap. Please contact us if we can be of service to your company in the future.

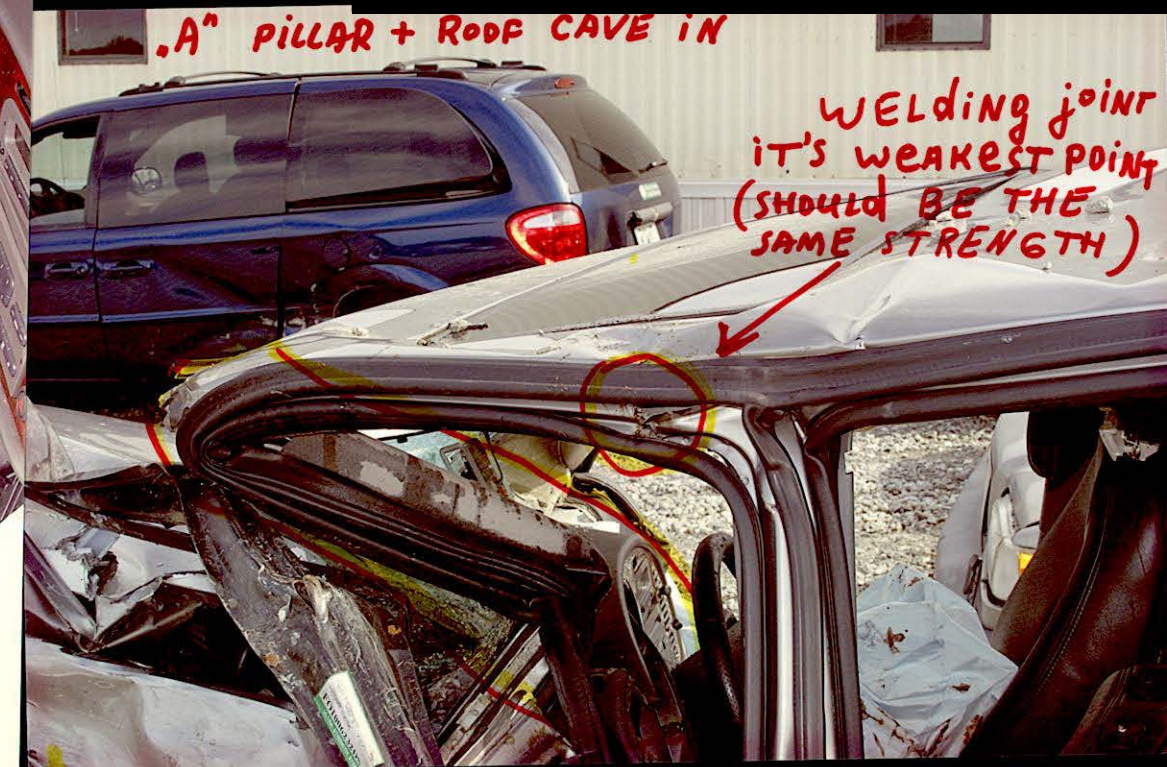
Respectfully yours,

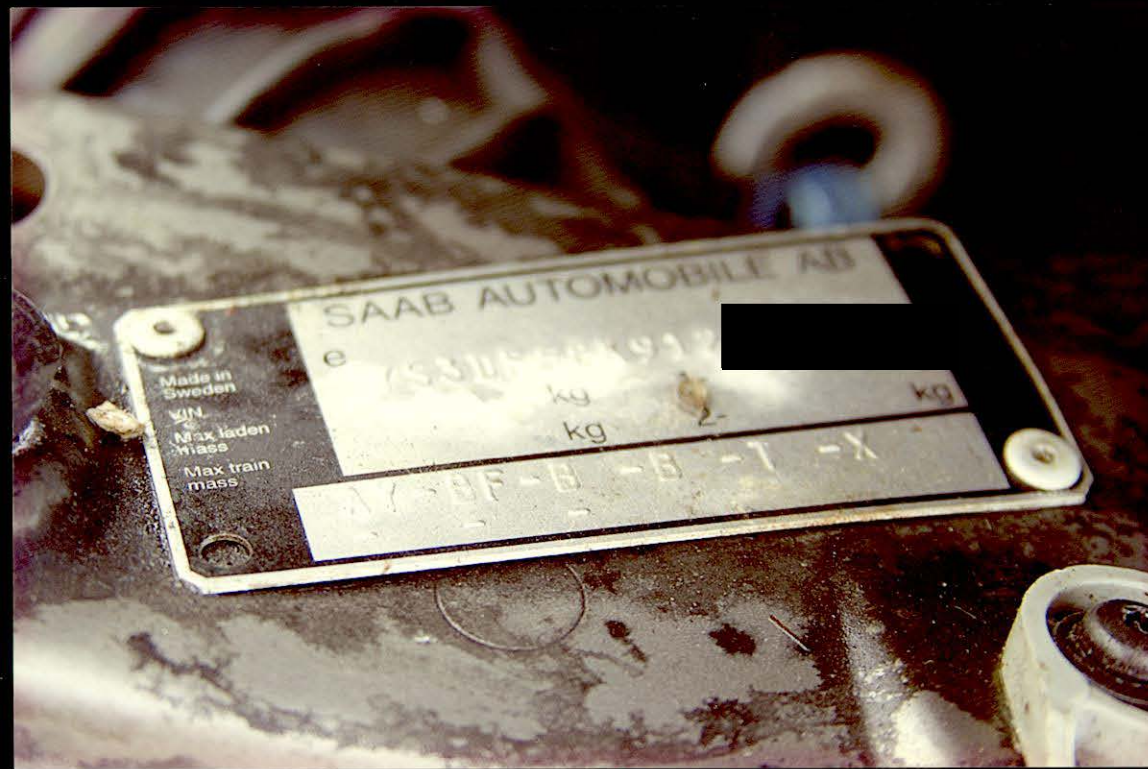
Michael Miller
Newell Recycling
Scale Supervisor GW





In Loving Memory



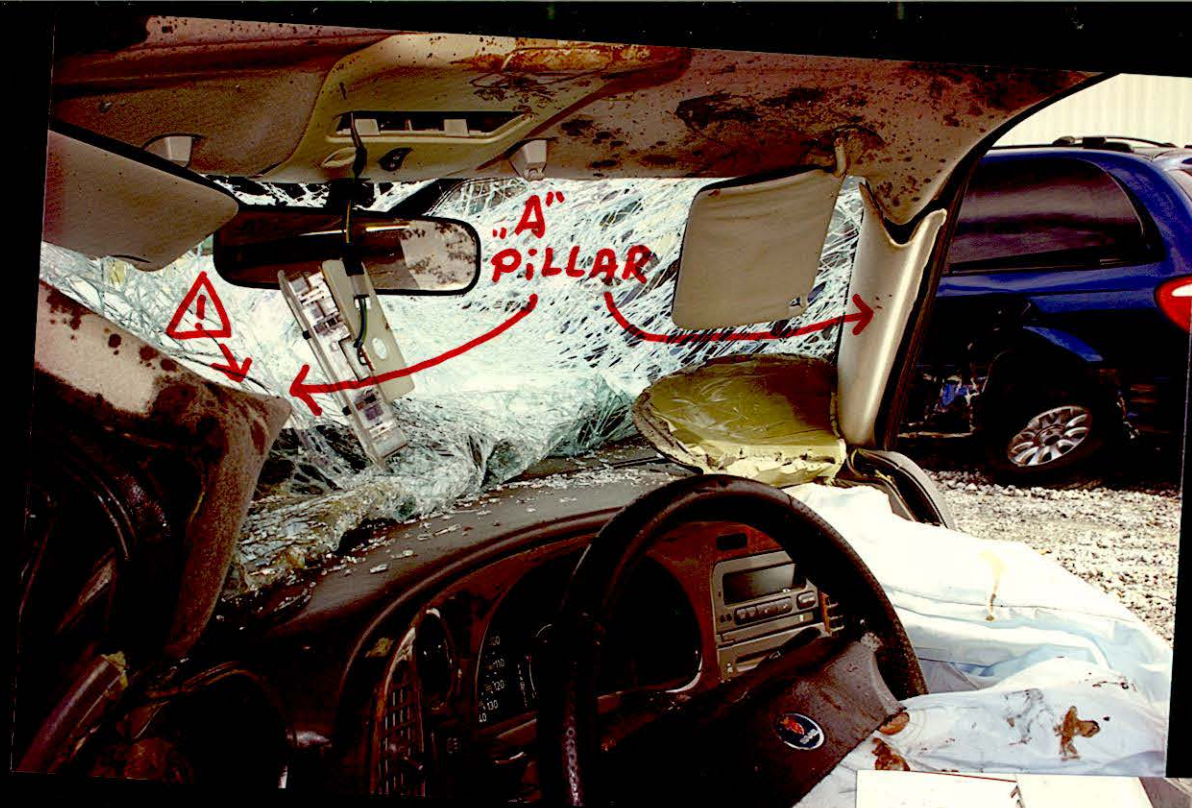


Our CAR
2001 SAAB 93
Just 2 MONTH'S BEFORE
accident



No side Air Bag deployed!
Driver SEAT HEADREST WAS
CUT OFF BY FIREDEPARTMENT





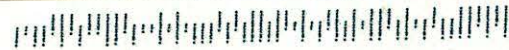
THIS ~~is~~ is REAR/Right door
WITH BLOOD + SHATTERED DRIVER
door GLASS...

"EMERGENCY" TRIED TO OPEN
DRIVER door and CAN'T, INSTEAD
CUT LEFT REAR door

THINGS/ITEM WITH GREEN STICKER IT'S NOT
SAAB PART

SAAB ROCKER PANEL (LEFT)
TOW DRIVER PUT INSIDE OF
SAAB.

BUT WHY TOO BLOODY?
IF HIS HEAD WAS PROTECTED BY
AIRBAG (side) WILL BE DIFFERENT
SCENARIO



FROM:



Lawrenceville GA



Ref. # 10619311
TO:

US. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OFFICE OF DEFECT INVESTIGATION, NVS-210
1200 NEW JERSEY AVE. SE
WASHINGTON, D. C. 20077-9882

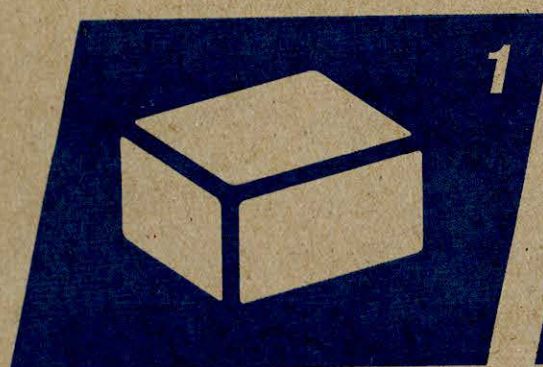
20554

Photo Document Mailer
9 3/4" x 12 1/4"

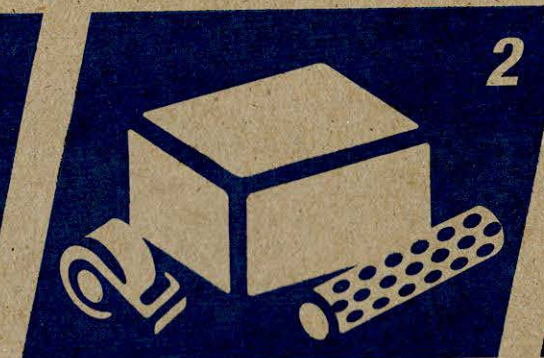
Ready **P**ost.



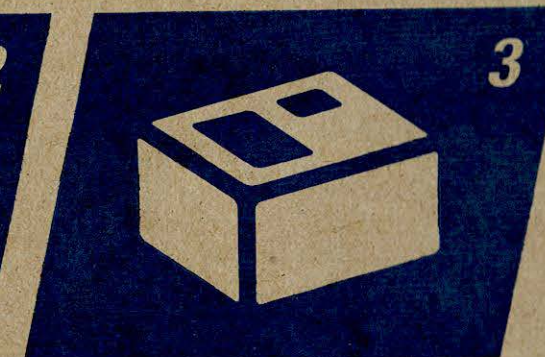
Send It Your Way



Pick.



Pack.



Ship.

Visit USPS.com® for Shipping Supplies & Services



9 3/4" x 12 1/4" Photo Document Mailer
\$1.59
AIC-093
Product Code 93070008 - July 2013
Visit Us At USPS.com
A product of the United States Postal Service®
MADE IN THE U.S.A.



This package is made from post-consumer waste.
Please recycle - again.

