



INJURY FACTS ON AIRBAGS, BELTS and WINDSHIELDS

Crashes are Very Violent Energy Forces to the Human Body

“The most important thing is for people to understand how violent a 30 MPH crash really is.” Ricardo Martinez, former Director of National Highway Transportation Safety Administration.

- ? Serious injuries occur at 20 MPH, Death at 30MPH. Crashes are the number one cause of death for persons 1-34 years of age. In 2005, an average day in Missouri produced 81 crashes, 111 injuries, along with 2 deaths, costing Missouri’s economy million’s of dollars daily! In the USA: approximately 42,000 die in traffic crashes, 6,000 teen and young drivers, or 20 teens a day!

WINDSHIELDS and the Adhesive are Primary Restraints in a Motor Vehicle

- ? Vehicle engineers can not count on us being buckled up, so, Windshields provide retention (FMVSS 208), and the roll bar/roof support of today’s vehicle (FMVSS 208).
- ? Never have your windshield replaced below 40 degrees F; the primers to activate the urethane won’t flash below freezing.
- ? Original Equipment Manufactures, OEM adhesive, must match the car companies’ recommendations for the urethane adhesive. The urethane glue must “dry or cure completely before the car is driven; check the Safe Drive Away Time with the urethane manufacturer.
- ? Make sure your installers are National Glass Association trained and the company affiliated with the NGA. (ABC News 20/20 reports 02-25-00) and the urethane glue dries completely before the vehicle is driven. (FOX NEWS Boston 2-25-02)

Seatbelts and Pretensioners are Secondary Restraints and No Longer Optional.

“it’s indefensible to allow anyone to ride unbelted.” Paul Brand, Auto Expert, Minneapolis Star and Tribune, January 8, 2000.

- ? Belts allow you to ride-out & ride-down the deployment of the airbag and provide some distance for proper airbag inflation.
- ? Belts reduce death and serious injury by 45% in car, 60% in truck/SUV’s. They prevent ejection (3 out of 4 person’s die when ejected.) It is the greatest chance for survival and less injury in a crash. Belts Keep drivers in the seat where maximum vehicle control is not possible without being in the seat.

Airbag and Seatbelt Injuries- Minor and Rare

- ? Airbags are supplemental restraints, supplemental to the seatbelt and the whole cars crashworthiness. The driver’s bag reduces the chance of dying by 30% in a frontal crash for drivers. Nearly 17,000 lives have been saved by the airbags. Children deaths reduced 90%.
- ? Combination of seatbelt + airbag = Up to 70-80% reduction in serious injuries to the head and chest.
- ? 97% of airbag injuries are minor (abrasions), 2-3% are moderate (fractures), and less than 1% are fatal. Majority of deaths (250) are infants, small children, small females-unbelted and misbelted. Airbags were never designed for children or infants.

Side Impact Airbags- Not required but some offer more head protection in side crashes

- ? You are more likely to die in a side impact crash than a frontal crash. The number one killer is head and chest injuries.
- ? In over 360 vehicle models, located in the doors, seats, head curtains, tubular windshield/A- Pillar, rear/C-pillar and roof. They protected the occupant’s head and chest from the striking bullet vehicle and prevented ejection.
- ? Slim-jimming is not recommended, all fatal stories are hoaxes, see <http://www.extrication.com> with Ron Shaw
- ? Deaths are rare with side airbags. Out of position occupants are always at risk from any airbag inflation. Remind all occupants and children not to lean into a side airbag. There are no child fatalities and serious injury injuries are rare.

The Best of the Best Cars-What’s the Safest Car?

For the most protection in a crash, a vehicle should do well in all below

- ? NHTSA Gov’t Frontal Impact Crash Test at 35 MPH- Star rating 1 lowest, 5 stars the best. The test for restraints in the vehicle.
- ? NHTSA Gov’t Side impact Crash Test (20MPH) – Star rating 1 the lowest, 5 stars the best. The test for both restraints and structural integrity of the vehicle. See <http://www.nhtsa.dot.gov>
- ? Insurance institute for Highway Safety- MPH Offset Crash Test into deformable barrier. The independent test for structural integrity of the vehicle. About 75% of frontal crashes are of this type. Ratings from lowest to highest; poor-marginal-marginal-acceptable-good. See <http://highwaysafety.org>
- ? NHTSA Gov’t Roll-over Crash Testing—See <http://www.safecar.gov>
- ? Cars and older models see <http://www.crashtest.com> Teen and Parents Book and site, See <http://www.crashproofyourkids.com>