



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Research and Engineering
Washington, DC

Injury Factual Report

January 30, 2017

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A. ACCIDENT

Location: US 27A, milepost 29, near Williston, Levy County, Florida
Vehicle #1: 2015 Tesla Model S 70D
Operator #1: Private operator
Vehicle #2: 2014 Freightliner Cascadia truck tractor in combination with a
2003 Utility 3000R refrigerated semitrailer
Operator #2: Okemah Express, LLC
Palm Harbor, FL
Date: May 7, 2016
Time: 4:36 PM EDT
Fatalities: 1
NTSB #: HWY16FH018

B. CRASH SUMMARY

For a summary of the crash, refer to the *Crash Summary Report* in the docket for this investigation.

C. DETAILS OF INVESTIGATION

Purpose

This investigation was performed to document the injuries sustained by the driver of the Tesla Model S, who was the sole occupant of the passenger vehicle.

Methods

The driver’s autopsy report and photographic evidence were examined. The injuries documented on the autopsy report are summarized in Table 1 and coded according to the ICAO coding.^a Observations from the photographic evidence were also summarized.

Results

The 40-year old male driver, who was fatally injured in the crash, was 69 inches tall and weighed approximately 190 lbs. Postcrash photographic evidence showed that the driver was seated upright in the driver’s seat and was restrained with a lap/shoulder belt at the time of the crash. In addition, multiple airbags deployed in the vehicle.^b Based on the recorded data, the airbag deployments did not occur at impact with the trailer. Instead, the airbags likely deployed as the car impacted the pole after leaving the roadway.

Table 1: Injury Documentation and Coding

Injury Description	ICAO Code
Massive craniocerebral blunt trauma with facial and scalp lacerations	Fatal
Open fractures of calvarium and skull base with avulsion of the brain and upper brainstem	
Vertically oriented 7” laceration extending from superior right orbit into posterior right parietal scalp, empty cranial cavity visible	
Left frontal scalp laceration (1.25”)	
Left superior frontal scalp laceration (1.25”)	
Laceration above and to the left of the left eye (3.25”) and abrasion (4” x 1.75”)	
Multiple linear and punctate cuts over left cheek and mandible (5” x 4”)	
Bilateral fractures of maxilla and mandible	
Contusion (4” x 1.5”) on right upper arm involving medial deltoid region	
Linear and irregular abrasions (8” x 5”) from elbow to wrist along ulnar aspect of left arm	
Multiple contusions and small linear abrasions on dorsum of left hand and fingers	
Small contusions of right and left lungs	

^a Although 49 Code of Federal Regulations (CFR) Part 830 pertains to the reporting of aircraft accidents and incidents to the National Transportation Safety Board (NTSB), section 830.2 defines fatal injury as any injury that results in death within 30 days of the accident and serious injury as any injury that (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date of injury; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burn affecting more than 5 percent of the body surface.

^b See the Vehicle Factors Group Chairman Report, Williston, FL for additional details.

D. SUMMARY OF FINDINGS

The 40-year-old lap/shoulder belted driver suffered extensive blunt force trauma to the head. Facial lacerations were to both the left and right sides of the front of the head. Lacerations were not documented on the back of the head. Abrasions and contusions were noted bilaterally on the upper and lower arms. Small right and left lung contusions were recorded, as well. Additional injuries were not documented to the torso or lower extremities.