

Attachment A**Power Accessory Fatalities after February 1, 1971**

Case No.	Name	Incident Date	City, State	Make/Model/Year	Source	KAC Number
1	*	8/29/72	Wichita, KS	1965 Chrysler Imperial	Tom Flanagan Data - Atty Jerry Levy	KSP72
2	Goldberg	11/7/72	Baltimore, MD	1972 Oldsmobile Vista wagon	Jack Martens/GM Response to <i>Baker v. GM</i> , Atty Max Israelson	MDO5
3	Brinkley, Keith	5/27/79	Newport News, VA	1979 Jeep Wagoneer	Yergen v. AMC Complaint	VA02
4	Sprinkle, Julie Ann	7/80	York, PA	1971 Ford Torino	Jack Martens/GM Response to <i>Baker v. GM</i> , Atty William Hagerty	PA03
5	*	5/81	White Plains, NY	1971 Ford Torino	Flanagan - Atty John Kelligrew	NYP80
6	*	1/1/84	*	1981 Jeep Wagoneer	NHTSA ODI ID # 148708	XYP84
7	Karp, Brian	7/3/87	Farmingdale, NY	1986 Jeep Wagoneer	Karp v. AMC, Automotive News 7/20/87	NY03
8	Yergen, Tel	7/31/87	Yakima, WA	1986 Jeep Wagoneer	Yergen v. AMC/Chrysler, Letter to CAS	WA08
9	Rice, Tiffany	1/20/89	Birmingham, AL	Oldsmobile Delta 88	Birmingham News 2/24/89, Amer.Jrnl.For.Med.Path.92	AL06
11	Kuehn, Luke	2/2/92	Madison, WI	1989 Ford Aerostar	Kuehn v. Ford, P.L. Reporter 5/9/94	WI06
12	Householder, Kaley	6/8/92	Hilliard, OH	1987 Plymouth Voyager	Jack Martens - Court of Common Pleas Perry Co. Ohio Case # 22686	OH15
13	Kirwin, Karen	11/20/93	La Crosse, WI	1993 Chevrolet Silverado Pick up	<i>Holum v. GM</i>	WI07
14	Baker, Daniel	4/19/94	Anchorage, AK	1994 Chevrolet Truck	Anchorage Daily News Article	AK01
15	Walker-Himes, Carolyn	11/21/95	Plainfield, NJ	1984 Buick Park Avenue	Police & M.E. Reports, Atty. Jack Wurgaft Letter	NJ03
16	Teague, Robert	4/8/97	Troy, AL	1990 Mercury Topaz	Jack Martens/Atty Cole Portis	AL07
17	*	8/97	Provo, UT	*	Deseret News (Salt Lake City)	UT06
18	Gatlin, Taylor	10/10/97	Florence, AL	1993 Mercury Topaz	Jack Martens/Atty G. Yearout, CV-97-609, Lauderdale Co., AL	IN02

Case No.	Name	Incident Date	City, State	Make/Model/Year	Source	KAC Number
19	Falkner, Stephen Matthew	1/7/98	Ottumwa, IA	1986 Oldsmobile	Parents' Website (http://www.batterystation.com/family.steven.htm)	IA25
20	Dufresne, Mackenzie	5/2/98	Jacksonville, FL	1994 Ford Thunderbird	Accident Report, Atty. Lee T. Griffin	FL05
21	*	7/98	Kings County, WA	*	AP 7/15/98	WA18
22	Everhart, Kaylee	10/10/98	Kokomo, IN	1998 Dodge Neon	Kokomo Tribune, 10/12/98	IN02
23	Leggett, Keymone	2/9/99	Fort Myers, FL		AP 2/11/99	FL071
24	Acosta, Gregory	9/14/00	Walla Walla, WA	1987 Mercury Marquis	Walla Walla Union-Bulletin 9/15/00	WA15
25	Spouse, Destiny	5/30/01	Londonderry, OH	*	AP 5/31/01	OH67
26	Gates, Zoie	11/3/01	Anthony, KS	Ford F250	Hutchinson News, 11/7/01	KS16
27	Anthony, Damien	12/2/01	Seminole, OK	1986 Ford	Oklahoman, 12/5/01	OK30
28	Leslie, Samantha Ann	5/29/01	Willistown, PA	2001 Chevrolet Tahoe	Philadelphia Inquirer, 5/31/01	PA25
29	Niedzwiecki, Seth Michael	5/9/02	Nashville, IL	Unknown Pickup	Parental Contact	IL54
30	White, Nathan	6/17/02	Wichita, KS	1996 Dodge Intrepid	Kids and Cars	KS15
31	Alvarez, Abigail	10/31/02	Houston, TX	1993 Chevrolet	Houston Chronicle 11/2/02	TX121
32	Cruz, Wynter	11/16/02	Temecula, CA	Pickup	Press Enterprise 11/22/02	CA356
33	Johnson, Mitchell	4/16/03	Danville, IN	1998 Buick Regal	AP 4/16/03	IN56

* Unknown or Unreported

Center for Auto Safety

2001 S Street N.W., Suite 410
Washington, D.C. 20009
(202) 328-7700

July 8, 1987

Michael Brownlee, Director
Office of Defects Investigation
National Highway Traffic Safety Administration
400 7th Street SW
Washington DC 20590

RECEIVED
JUL 10 AM 8 08
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PETITION

Dear Mr. Brownlee:

The Center for Auto Safety petitions the National Highway Traffic Safety Administration to initiate a defect investigation into rear power windows on all AMC vehicles that have substantially the same power window operating mechanisms as are used in 1982-86 Jeep Wagoneers.

The basis for this petition is that the Center has received reports of two deaths by strangulation when the power windows in a 1982 and a 1986 Wagoneer closed on two children. In the first case, Bob & Linda Shierlaw's 2-year old son was killed on November 25, 1984, in a 1982 Wagoneer when he turned on the key operated rear window from inside the vehicle. Even though he took his hand off the key, the window continued up and strangled him. (See enclosed March 16, 1986, letter to Ralph Nader.)

In the second case, 12-year old Brian Karp of Farmingdale NY was killed on July 3, 1987, when the rear power window on a 1986 Jeep Wagoneer closed on him. (Newsday, July 4, 1987.) Although it is not clear whether this power window closed in the same manner on this victim as the earlier child, the vehicle is available for the agency's inspection. The Center urges your office to do so and to require AMC to report all other cases known to it of rear power windows in any and all of its models closing on individuals regardless of whether death occurred.

Your prompt response indicating what action will be taken on this petition is requested.

Respectfully submitted,



Clarence M. Ditlow III
for the Center for Auto Safety

Enclosure

DUNSMOOR

May 6, 1968

Dr. William Haddon
Administrator, National Highway Safety Bureau
Department of Transportation
Washington, D.C.,

Dear Dr. Haddon:

I am writing this letter to urge you immediately to issue a public advisory warning of the dangers to children posed by electric power windows in automobiles, particularly those produced in the fifties and early sixties. These power windows were callously designed to thrust upward with cruel force and have strangled and injured thousands of children and infants. The most elementary engineering remedy could have avoided such vicious window speeds if auto company management cared more for human life and less for the aggressive and powerful performance of these upward bound glass guillotines. The remedy was known decades ago but only applied in some vehicles in recent years adequately.

Hundreds of thousands of automobiles with these death-dealing power windows are in operation on the roads and streets. Many permit the movement of these windows with the ignition on and consequently are potential booby-traps for playing children in these vehicles when their parents are away. For example, on August 20, 1957, Kathleen Nockett, a 3 year old girl near Wilmington, Delaware, was strangled when her head was caught in an automatically operated station wagon window. According to police, the family was attending a picnic at Our Lady of Grace Home, Cigaretown, when the child became tired and returned to the family station wagon. A short time later the girl's head was seen protruding from the rear window of the wagon. The window, which was operated by a button on the ceiling, had closed on the child's throat. In early April of this year, a little two year old boy was strangled in West Los Angeles as he played with his 3 year old sister in their father's 1957 Lincoln. The ignition was not on, the boy had his head out the window and his sister innocently pressed the button. Three days after my letter to Mr. Erickson warning of this problem dated April 24, 1968, an 8 year old boy in Lussanur, California, was strangled when one of his playmates accidentally pushed the button activating the rear window of his family station wagon. These are not isolated examples; many other cases have come to the attention of safety councils around the country. Countless others involve children saved in the nick of time as they were turning blue. Adults are also injured: a woman passenger was flicking her cigarette out the window and lost her finger when her husband accidentally hit the button while driving in St. Louis, Missouri.

There is no question of adequate authority for you to issue a public advisory immediately. This action takes no research, no consultation with any industry spokesman, no sensing of the political winds. If such vehicles are not to be recalled and modified, then at the very least, you should inform the public

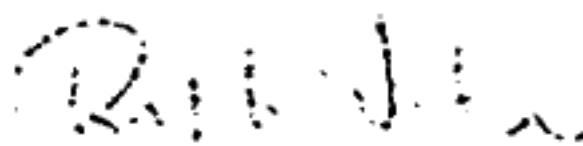
of this continual danger to children. It is sad enough to note that the Bureau has not seen fit to commence a policy of public warning advisories on the outrageously lethal and non-functional designs that adorn used automobiles, both outside and inside, as well as latent hazards. The Bureau has done nothing in this regard since its establishment in September of 1966. This has been the case even though there is no need to undergo the cumbersome administrative procedures characteristic of the Bureau's more formal responsibilities of standards-setting.

Dr. Hadden, as you know, I have written a number of detailed letters to your superiors which have not been replied to even though months have passed. Your replies have been far more prompt, where they have been made. This is a plea for action now to widely disseminate this warning throughout the land so as to increase the alertness of parents with such vehicles and to put the manufacturers on notice that henceforth such callous indifference will receive the dignified indignation of the federal agency with the mandate of protecting people from automobiles.

I look forward to positive action by the Bureau no later than May 20th which is more than ample time to issue such an advisory. This is not a problem new to the Bureau; you have been aware of this hazard for years and critically so. Please do not delay any longer what public authority in this country should have prevented over a decade ago were the rule of law extended to the auto industry.

Thank you for your consideration.

Sincerely yours,



Ralph Hader

CENTER FOR AUTO SAFETY

2001 S STREET, NW SUITE 410 WASHINGTON, DC 20009 202-328-7700

Immediate Release:
November 17, 1987

Clarence Ditlow
Debra Barclay

NHTSA TO INVESTIGATE JEEP WINDOWS THAT HAVE STRANGLED 5, KILLING 3

In response to a Center for Auto Safety petition, the National Highway Traffic Safety Administration (NHTSA) has agreed to investigate 140,000 1979-88 Jeep Wagoneers and Cherokees with electric rear tailgate door windows. In at least 5 cases, the rear door window key lock has stuck after being turned on by children in the vehicles. In each case, the power window continued to go up and closed against the child's neck or chest, strangling him or her. Two of the deaths occurred in July 1987 as shown below:

<u>Date</u>	<u>Name</u>	<u>Age</u>	<u>Location</u>	<u>Vehicle</u>	<u>Death</u>
7-31-87	Yergen	7	Yakima WA	86 Wagoneer	Yes
7-3-87	Karp	12	Farmingdale NY	86 Wagoneer	Yes
11-25-84	Shierlaw	2	Hickory Crnrs MI	81 Wagoneer	No
3-13-83	Bair	5	Garland TX	83 Wagoneer	No
5-27-79	Brinkley	13	Newport News VA	79 Wagoneer	Yes

According to Center Director Clarence M. Ditlow:

This is one of the most gruesome defects the Center has ever seen. Its young victims are caught unaware and suffer a slow, painful death. The anguish of their parents is untold. We urge AMC's Jeep Corporation to recall these deadly vehicles immediately before more innocent children are killed and maimed.

#

COPY

April 7, 1998

B.M.W. of North America
Attn: Ken Schaeffer
1 B.M.W. Plaza
Montvale, New Jersey 07645

Re: DANGERS TO PASSENGER HANDS AND FINGERS; 740 IL. etc.

Dear Mr. Schaeffer,

We have the following requests as a result of the injury I suffered to my finger on March 12, 1998. If no reply is heard by April 11th, 1998, we will assume you do not wish to respond.

Report: At 4:12 p.m. on March 12, 1998 I was a passenger in my wife's "new" 1995 740 il. at the Grandview Business Center, 7056 Portal Way, Ferndale, Washington 98227. The car was parked and the window was open. I opened the door to exit at the same time my wife (new to the vehicle) had depressed the window "close" button on the driver's side. Thus, as I closed my door, three fingers of my left hand, which was over the window, became trapped between the rising glass and the frame. As I tried to extricate my fingers, my left middle finger was nearly severed. (See enclosed copy of E.R. Report).

We want to immediately warn all B.M.W. owners of this risk and ask that all dealers do so:

1. Will you, at our expense, mail an additional warning letter written by us and possibly edited by yourself to all owners of BMW's having this type of window system in North America? If not, will you provide us a mailing list for this purpose?

 **Coachman Inns**
of America
Hospitality Products




Harbor Lands Co.
Harbor Enterprises
Pacific Resources, Inc.

P.O. Box 4082
Bellingham, WA 98227
(360) 734-8191 734-2222
FAX (360) 647-9223

Ken Schaeffer
April 7, 1998
Page 2


2. Have you previously sent any warning letters or additional technical letters concerning this matter to B.M.W. customers or dealers?
3. Have you had previous reports of injury or design change suggestions reported to you concerning these windows? If yes, will you advise us the nature of injuries, parties, etc.?
4. At present do you know of any litigation pending against BMW of North America which involves a claim for damages arising from personal injuries sustained by reason of this window sensor system?
5. Would you please provide copies of any reports, studies, memoranda, etc., which have been either produced and/or authorized by your technical people pertaining to this window sensor problem?
6. Do you have any design change or technical changes or posted warnings planned at this time?
7. Will you advise us which vehicles were manufactured in North America with windows of this type? (models/years) It is our immediate concern to avert any further injury to other persons with vehicles of this type. We would like to sell our vehicle and would not do so unless we could assume that a new buyer would have a satisfactory safety solution. For that matter, we feel uncomfortable operating it considering the hazard.

Thank you,


Joel Douglas

600 Linden Road
Bellingham, WA 98225

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DRAFT

AFFIDAVIT OF GAYLE WALKER
POWER WINDOW INJURY

At _____ p.m. on April _____, 1998 I was a passenger in our 19____
735 il BMW. I pulled into our parking place at 405 Fieldston Road,
Bellingham, to exit and enter our office. When exiting, I grabbed the top rail
of the door, reaching over the rail with my fingers.

At the same time as I was doing that, my husband, Brittain, had shut
off the ignition, which apparently caused the window to close at the same
time. The window caught my fingers, causing me to scream for him to
release the power. He couldn't do this quickly because by this time he had
removed the keys.

My fingers are sprained, some bruised, but not broken. I am very
upset about the safety of this vehicle and it most certainly taints my view of
BMW's and their concern for safety.

Signed _____

Date _____

Notarized: _____

Date _____

(51)

SEPTEMBER 15, 1998

FROM: STEVE BORDEN
TO: CENTER FOR AUTO SAFETY

DEAR CAS,

ON JANUARY 31, 1998 MY 14 MONTH OLD SON'S LEFT INDEX FINGER TIP WAS SEVERED BY THE LEFT REAR WINDOW OF MY 1997 ISUZU RODEO.

UNLIKE ANY OTHER SPORT UTILITY VEHICLE, MANY OF WHICH I HAVE EXAMINED, THE REAR WINDOWS MAKE A SIDEWAYS CUTTING MOTION INTO THE WINDOW FRAME AT THE REAR OF THE WINDOW WHERE A CHILDS BABY SEAT WOULD BE LOCATED. THE OTHER VEHICLES WINDOW STAYS IN THE WINDOW TRACK ALL THE WAY UP.

I AM WRITING TO SEE IF YOU WOULD BE SO KIND AS TO INFORM ME OF ANY OTHER COMPLAINTS OR INJURIES OF THIS TYPE YPU ARE AWARE OF.

THANK YOU IN ADVANCE FOR ANY INFORMATION YOU MAY BE ABLE TO PROVIDE.
WITH BEST REGARDS,



STEVEN L. BORDEN
8815 SOUTH POPLAR LAKE DRIVE
GERMANTOWN, TN 38138

PHONES:

901-761-9595
901-751-3855
901-485-9510

ENCLOSED IS A PHOTO OF MY SON'S FINGER PRYOR TO THE TIP COMMING OFF.

Attachment F

	REPORTED 1962 THRU 1999	CASES OF INJURY OR DEATH DUE TO POWER WINDOW DEVICES		
Case Name & Where	Reporting source	When & what happened	Yr. & Make	fatal - inj- ?
ARMANI, M Lynbrook, NY	Buick Motor Div.	7/6/92 - Driver's arm hit window switch on door & closed w/glass on mouth.	'91 Buick Regal	inj.
BASUS, CHRISTINA Los Angles CA	LA County Court	5/20/93 - 3 yr. old had window closed accidentally on her arm - by aunt.	'88 Ford Taurus	arm sevr d
BLAIR, LARRY Dallas, TX	GM Response to Baker v/s GM	3/1/3/83 - 4 yrs old - trapped by tailgate window	'83 JEEP Wagoneer	fatal
BOLAND, K. Carmel, NY	Chevy Motor Div.	3/30/90 - Claims window went up fast & caught fingers.	'89 Chevy Blazer	inj. ?
BRINKLEY, VERNON	GM Response to Baker v/s GM	5/27/79 - 13 yr old boy trapped by tailgate window - key stuck	'79 JEEP	fatal
BURT, H.F. Inkster MI	GM Customer Assistance	6/21/90 - Window closed on ring finger-	'90 Olds	inj.
CAVENAUGH, CHRISTOPHER Wayne County MI	Atty. Robert Libby Anchorage AK	7/1/62 - 3 yr. old boy trapped by power tailgate window .	? Family Sedan Wagon	inj/ reviv d by CPR
CHAPLIN, INEZ Ravenal, SC	Chevy Motor Div.	4/9/94 - Window closed on child - when reaching out for mail box -broke window	'92 Chevy Lumina	inj.
CRIM, R. Nederland, TX	Pontiac Motor Div	12/2/8/90 - 22 Month old baby's-finger cut off when power window was closed.	'82 Pontiac Bonneville	inj.
DUFRESNE, MACKENZIE Jacksonville, FL	Atty Lee T.Griffin Jacksonville FL	May 1988 - Child closed pass. window on neck. Placed hand accidentally on window control while standing on seat.	"94 - 2 Dr. Ford T'Bird	fatal
EVHEART, KAYLEE Kokomo, IN	Kokomo Tribune "Mike Fletcher"	10/12/98 - 2 Yr. old girl closed sunroof on neck.	'98 Dodge Neon	fatal
GATLIN, TAYLOR Florence, AL	Atty. G Yearout Yearout Myers Birmingham, AL CV-97-609 civil action Lauderdale CO	10/03/97- 3 yr old boy climbed onto arm rest, acciently pressed window lift switch. Strangled - not revived	'93 Mercury Topaz	fatal
GOLDBERG, HIRSH Baltimore, MD	GM Response to Baker v/s GM	11/7/72 - 3 yr old - strangled by tailgate window	'72 Olds Vista wagon	fatal
HOLUM, KIMBERLEY Whitehall, WI	Trempealeau Co. Ct. Crt #95-CV-74	11/20/93 - 4 yr. old contacted power window control on pass door - strangled - not revived	'93 Chevy Silverado Pick up.	fatal
HOUSEHOLDER, KALEY Hilliard, OH	Common Please CT Perry Co. Ohio Case #22686	6/8/92 - 3 yr. old hit window switch on pass. door - strangled - not revived	'87 Plymouth Voyager	fatal

KARP, BRIAN Farmingdale, NY	GM Response to Baker v/s GM	7/3/86 - 12 yr old - trapped in tailgate window - while closing.	'86 JEEP Wagoneer	fatal
KIRWIN, KAREN LaCross WI	Automotive News & Atty James Koby	7/17/99 - 4 year old injured by power window - 3 other children in truck.	'95 Chevy Silverado Pick up.	inj.
KNOCKETT, KATHLEEN Wilmington Del.	Atty. Robert Libby Anchorage AK	8/20/67 - 3 yr. old girl trapped in power tailgate window.	Station Wagon	fatal
KUEHN, L. Milwaukee, WS	Atty. David Easton Madison WS	2/2/92 - Lad trapped in side power window while washing fathers van	'89 Ford Aerostar	inj/ fatal
LARKIN, R. Edina, MN	Chevy Motor Div.	9/13/90 - Caught finger in window while attempting to close same by pulling up.	'90 Van Model V-3	inj.
LESZCZYNSKI, K. Newburg NY	GMC Truck & Bus	9/2/92 - Sons fingers caught in power window .	'92 GMC Jimmy	inj./ ok
LUTH, J. Saginaw, MI	Oldsmobile Div.	4/4/93 - Window closed on child - when reaching out for mail.	'93 Olds Supreme	no inj.
MATIE, M. Dallas, TX	Atty. Donna Taylor	9/27/93 - Child closed window on neck - window lock was "on", engine off.	'92 Cadillac Seville	inj. / bad
McNALLY, M. Laverne CA	Chevy Motor Div.	10/13/92 - Window closed, broke two fingers. Fire dept. freed fingers.	'90 Chevy Model r-3	inj.
MEYERS, CRIS Sidney , IA	GM Response to Baker v/s GM	4/14/69 - 8yr old - caught in Tailgate Power window	Mercury wagon	fatal
MOBLEY, ANGELA Lansing MI	Atty. Robert Libby Anchorage AK	8/27/68 - 1-1/2 yr. old climbed on arm rest and ran window up trapped by neck.	? sedan	fatal
NAZZAL Lakeside CA	Pontiac Motor Div	8/27/91 - Son's knee hit window switch trapping neck-mother cut bad breaking window	'88 Pontiac Bonniville	inj. to mothr
OGANOWSKI, S. Scranton PA	Cadillac Motor Div	7/16/90 - Nephew had leg on arm rest - "widow locked on neck" removed window	'86 Cad. DeVille	inj / ok
PERLMUTER, R. Pepper Pike, OH	Buick Motor Div.	6/30/99 - Reports dog trapped in window -	'85 Buick Park Ave.	dog inj. ?
RICE, TIFFANY Birmingham, AL	B'ham News 2/24/89	1/20/89 - Child closed rear window on neck-hit power window switch.	Olds Delta 88 model	fatal
ROBISH, Shiller Park , IL	Cadillac Motor Div	7/1/90 - Daughters knee on window switch \ child unconscious	'86 Cad DeVille	inj.
SAWEK, S. Rebbetta OH.	Chev Motor Div. Letter to Chevy	8/6/91 - Son hit button, head caught in window - concerned about power windows	'90 Chevy Lumina	inj / ok
SCOTT, EDWARD Stamford CT	Atty. A Piazza Stamford CT	4/25/98 - Adult male lost finger from express "UP window on drivers side.	'95 BMW	inj.
SHIERLOW, family Hickry Corners, MI	GM Response to Baker v/s GM	11/25/84 - 2 yr old - trapped when turning key in tail gate window	'82 JEEP Wagon	inj rev'd

SPRINKLE, CLARENCE York, PA	GM Response to Baker v/s GM	7 / 1980 - 8 yrs old - trapped by tailgate window.	'71 Ford Torino	fatal
STANT, Polly Merritt FL	NHTSA Owners Questionnaire	4/28/88 - Dog stepped on window switch - choked. - Owner complained	'88 Olds Royal	inj.
TEAGUE, ROBERT Troy AL.	Atty. Cole Portis Beasley Wilson Birmingham AL	4/08/97 2 yr 6 mo - old boy climbed onto arm rest accidentally pressed window lift switch, window could not be lowered. Strangled - not revived	'90 Mercury Topaz	fatal
WALKER-HIME Springfield, NJ	Atty. Jack Wurgaft Springfield NJ	11/21/95 - Child closed window on neck with leg on seat & knee on window switch	'84 Buick Park Ave	fatal
WALTON Delaware CO. PA	GM Response to Baker v/s GM	3/2/70 -6 yr old - strangled by power tailgate window	'61 Chevy wagon	fatal
WESTHUSING, Anchorage AK.	Let to Atty. R.Libby	1/30/97 - Child put knee on window switch \ trapped neck	'89 Wag Taurus	inj.
Following List supplied by Ford Gen Council as Non-Litigated alleged inj, or death by Power windows				
ADKINS. NATALIE "OHIO"	6/23/95 Ford Gen Counsel Johnson v/s FORD	Staus closed 6/29/95	'93 Tempo	?
GROSS, MIKE "IOWA"	10/20/96 Ford Gen Counsel - Johnson v/s FORD	Staus closed 10/23/96	'93 Tempo	?
SMITH, LARRY "MICHIGAN"	7/24/96 Ford Gen Counsel - Johnson v/s FORD	Staus closed 7/29/96	"92 Tempo	?

wndotrap (pxlist) REV.10/03/99

Power Window Anti-Trap Systems

for US - Automotive Applications

Detroit, April 1996

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5 Anti - Trap Market:

(model year 1996)

car-type	power regs.	with anti trap	central closing	central opening	one shot up	one shot down
AUDI						
A 4		I	X		X ⁽²⁾	X
A 6		I	X		X ⁽²⁾	X
A 8		I	X		X ⁽²⁾	X
BMW						
3er		Z			X ⁽²⁾	X ⁽²⁾
5er		T	X	X	X ⁽²⁾	X ⁽²⁾
7er		T	X	X	X ⁽²⁾	X ⁽²⁾
8er		T	X	X	X ⁽²⁾	X ⁽²⁾
FORD						
Fiesta	X					
Escort	X					
Mondeo	X					X ⁽¹⁾
Galaxy		I	X	X	X	X
Scorpio		T ⁽¹⁾	X	X	X ⁽¹⁾	X
Honda						
Accord	X		X			X ⁽¹⁾
MB						
C-class			X	X		X
E-class			X	X		X
S-class		Z	X	X	X	X
Mitsubishi						
Carisma		I	(X)		X	X
OPEL						
Corsa		I			X ⁽²⁾	X ⁽²⁾
Astra		I	X		X	X
Vectra		I	X		X	X
Omega		I	X		X	X
Calibra		I	X		X	X
Peugeot						
605		I			X ⁽¹⁾	X ⁽¹⁾
405		I	X		X ⁽¹⁾	X ⁽¹⁾
Renault						
Laguna		I	X		X ⁽¹⁾	X ⁽¹⁾
Space	X				X ⁽¹⁾	X ⁽¹⁾
SAAB						
900	X					X ⁽¹⁾
9000	X					X ⁽¹⁾
Toyota						
Carina	X					X ⁽¹⁾
VW						
Polo	X					
Golf		I	X	X	X	X
Passat	X		X	X		X
Sharan		I	X	X	X	X
VOLVO						
4er	X					
8er	X					X ⁽¹⁾
9er	X					X ⁽¹⁾

T = door electronic
Z = central electronics

I = integrated electronics
(Smart Motor)

(1) = only drivers door
(2) = only front doors



the Smart Power® source

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231.832.5525
Fax 231.832.3876

August 14, 2003

Fax: 913.851.0086

Ms. Janette Fennell, President
KIDS AND CARS
14413 Norwood
Leawood, KS 66224

Dear Janette:

Thank you for your telecon of today.

Responding to your question of "what does it (anti-entrapment capability) cost per window?"

Answer: Anti-entrapment adds \$12.50/window to the cost of the vehicle using the Nartron non-contact product.

Janette, again, you have our full support and good luck at the Press Club next Tuesday.

Best regards.

Yours sincerely,

A handwritten signature in black ink that reads "Heather Huber". The signature is written in a cursive, flowing style.

Heather Huber, Vice President
Corporate Administration

Attachment I

PO Box 458
Ross, CA 94957
October 29, 1989

Ralph Nader & Assoc.
2000 P St., N.W.
Washington, D.C.
Tel: 202-785-3704

Dear Mr. Nader,

I recently had an experience that could, had circumstances been only slightly different than they were, have ended in catastrophe. I was taking my 5-year old granddaughter for a drive in my 1986 Ford Taurus, with my granddaughter in a child's safety seat located in the back seat of the car. During the drive, she was properly buckled into the child-seat, and I opened the window next to her for her comfort.

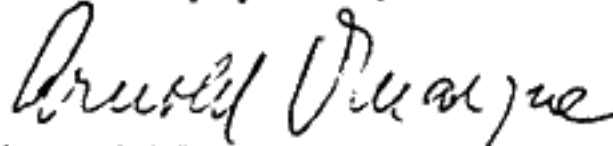
After I parked the car, I used the electric window switch to close her window. Without my knowledge, she had unbuckled herself and stuck her head out the window prior to my closing it. She screamed as I closed her window, and the action that I subsequently took prevented serious injury.

It has occurred to me that there may be many such cases where children (or perhaps adults also) are injured by closing electric windows in cars. I'd like to suggest that auto manufacturers design electric windows with some sort of clutch or other safety mechanism that prevents the exertion of large forces by the window in the event that any object is sticking out of the window. Elevator door manufacturers already use this kind of technology for the safety of elevator passengers, so the technology already exists and is in wide use. Electro-optical devices are also used in many elevator doors to prevent door closure when a light beam is interrupted by a person, cart, etc.

I would appreciate hearing from you or your organization regarding your opinion of the feasibility and/or desirability of implementing such a safety feature in all future models of cars that feature electric windows.

Thank you for your attention to this matter. I look forward to your reply.

Sincerely yours,


Arnold W. Marque

Attachment J

July 17, 1989

Sue A. Tuemler
2810 Hinde Avenue
Sandusky, OH 44870

Mr. Ralph Nader
Center for Auto Safety
2000 P Street, N.W.
P. O. Box 19367
Washington, D. C. 20036

Dear Mr. Nader:

I'm very interested in obtaining information regarding the dangers of electric-powered windows in automobiles.

Recently, my mother was driving her four-door Chrysler in which all the power windows could be controlled at the driver's seat. Unaware that her traveling companion had her hand on top of the partially open window, my mother operated the control and her passenger's finger was amputated when the window closed. We are both extremely upset and concerned about this danger.

I've enclosed a stamped, self-addressed envelope for any information you may be able to send us. If you have any questions, I may be reached weekdays at (419) 627-8531.

Very truly yours,

Sue A. Tuemler

Sue A. Tuemler

Attachment K

Mfgr	Date	Age	Win- dow	Name	Location	Comment
Dodge Monaco SW	7/1/62	3	TG	Chris Cavanaugh	Detroit, MI Wayne Cty	INJURY ONLY Near Strangulation, NHSB Advised GM on 11/6/69
unknown	7/62	3	unk	Anonymous	unknown	DEATH (NHSB advised GM) NSC Mag
unknown	5/21/66	2		Jon Carnoali father = Edward	Kansas City KA	INJURY ONLY Near strangulation 9 days hospital coma, reported in Detroit paper
1958 Plymouth SW	5/66	unk.	TG	Anonymous	Detroit, MI Wayne County	DEATH Atty David Goldman Detroit(ATLA)
Unknown	SPR, 67	28	unk.	Anonymous	unknown	INJURY ONLY (NHSB advised GM) NSC Mag finger
SW	8/20/67	3	TG	Kathleen Nockett	Wilmington, DE Newcastle City	DEATH (NHSB advised GM)
1957 Lincoln	4/68	2	unk.	Anonymous	W. L.A., CA Los Angeles County	DEATH (NHSB Advised GM) (Second Child involved)
	4/27/68	7		Richard Price	Dunsmuir, CA	DEATH (NHSB advised GM)
SW	7/30/68	1.5	TG	Kelly Chermock	San Mateo, CA San Mateo County	DEATH (NHSB advised GM)

??	11/29/68	1.5	Rear	Angela Mobley	Lansing, MI Ingham County	DEATH (NHSB advised GM
Mercury SW	4/14/69	8	TG	Chris Meyers	Sidney, IO Fremont County	DEATH (NHSB advised GM
1961 Chev SW	3/2/70	6	TG	Rosemary Walton	Upper Darby, PA Deleware County	DEATH (NHTSA file) Philadelphia Bulletin
1965 Chrysler Imper.	8/29/72	unk.	side	Anonymous	Wichita, KA Sedgwick	DEATH ATLA atty Jerry Levy 913-749-1323
Olds VistaCruis er	11/7/72	3	TG	Jonathan Goldberg	Baltimore, MD Baltimore County	DEATH Hirsch Goldberg father 410-486-4150 H 410-339-7334 O
American Motors 79 Wagoneer	5/27/79	13	TG	Brinkley, Keith	Newport News, VA Isle of Wight	DEATH NHTSA head caught NN or Richmond, VA atty involved
1971 Ford Torino SW	7/80	8	TG	Julie Ann Sprenkle (child) Clarence Sprenkle V. Ford	York County, PA.	INJURY ONLY ATLA atty William Haggerty, Lancaster Child's parents bowling, child went to retrieve something from car, found in tailgate window. Near strangulation Brain damage/Hypoxia Judge Caldwell/ Federal court

1971 Ford Torino SW	5/81	4-6	Tailgate.	Anonymous	White Plains, NY Westchester County	DEATH ATLA atty John Kelligrew. White Plains, NY 914-948-7000
American Motors 83 Wagoneer	3/13/83	4	TG	Bair, Larry Ryan	Longview, TX, Gregg Cty	INJURY ONLY NHTSA Dallas atty Ray Walker near strangulation
American Motors 81 Wagoneer	1/1/84	unk.	TG	Anonymous	Unknown	DEATH NHTSA ODI ID # 148708
American Motors 84 Wagoneer	1/84	17	TG	Ogg	Omaha, NE Douglas County	INJURY ONLY NHTSA hand caught
American Motors 1982 Wagoneer	11/25/84	2	TG	Shierlaw	Hickory Corners, MI	INJURY ONLY NHTSA Mrs. Wrote to Nader saying delayed because felt it her fault. Appeared in Automotive News on 7/20/87 near strangulation
American Motors 86 Wagoneer	7/3/87	12	TG	Karp, Brian	Farmingdale, NY Nassau	DEATH NHTSA Appeared in Automotive News on 7/20/87
American Motors 86 Wagoneer	7/31/87	7	unkn	Yergen, Ted	Yakima, Wa.	Death Center for Auto safety letter dated 11/17/87

1981 Jeep Grand Wagoneer	10/21/87	Child	Tailgate	Anonymous	Unknown	NHTSA INJURY ODI ID # 148708 Key operated tail gate window continued to raise after key removed, child's neck raised and hung by neck.
1988 Olds Delta Royale 88	4/28/88	Adult	unk.	Polly W. Stant, Dog owner	Merritt Island, FL	NHTSA OD ID # 31362 (407)453-8542
Olds Delta 88	1/24/89	2	RR	Rice, Tiffany	Birmingham, Alabama Jefferson County	DEATH AJ of FM&P, Dr Gary Simmons. While GG Louise Louis driving, accidental closure on child. Established measurement of child's arm length.
1989 Ford T'bird	3/20/89	Adult	RF	Unknown	Crosby, TX	NHTSA ODI ID # 469549 Wife accidentally actuated the window, crushing and partially severing right hand middle finger
1989 Ford sedan	9/18/89	5 -8	side	Anonymous	Minneapolis, MN Ramsey County	INJURY ONLY Atla Atty John Ramstead, Minn, MN Injury to finger
1989 Ford T'bird	11/9/89	3	side	Graffius, Robert R. and Regina (304)369-5609	Madison, West Virginia	NHTSA recent print-out P. 127 inadvertent operation ODI ID # 349210

1989 Ford Taurus	3/4/91	adult	RF	Paul W. Glowacki	Cedar, Michigan	NHTSA PRINTOUT ODI ID# 382769
Ford Taurus	1991 unk at present	8 and 5	RF	Kaley and Emily Westhusing	Anchorage, Alaska	Statement from Mother, Paula Westhusing, 907-345-6246
88 Pontiac Bonneville	8/27/91	4	RR	Nazzal, Vincent	San Diego, CA San Diego County	INJURY ONLY mother cut arm while rescuing child from near strangulation
1989 Ford Crown Victoria	9/18/91	??	??	ODI ID No. 403031	??	??
1989 Ford Victoria LTD	11/18/91	adult	RF	Helen Cullinan, (703)415-1763 Reported by John F. Cullinan, Chesapeake Beach, MD	Chesapeake Beach, MD Calvert Co.	ODI ID # 403031 74 year old woman lost the end of her finger when the switch was operated by the driver. Also mailed to NHTSA was an article on danger to children from power windows
1989 Ford Aerostar Van	2/2/92	10	RF	Kuehn, Luke D.	Madison, WI Dane County	DEATH ATLA atty David Easton Child older (washing car)

1986 Olds 98	4/29/92	2	unk	Anonymous	unknown	NHTSA ODI ID # 439116 Child in seat of non moving vehicle, put head out of window, knee on arm rest where window switch located. Trapped and crushed by neck. NEAR STRANGULATIO N
1991 Lincoln Continent	8/15/92	5	all four	Anonymous	Delaware	NHTSA OD ID # 437252 NHTSA recent print-out P. 129 accidental operation-2 children injured called design fault
1987 Plymouth Voyager	6/8/92	<4	side	Household- er, Kaley	Hilliard, Ohio Franklin	DEATH
1992 Cadillac Seville	6/29/92	??	??	ODI ID No. 434980	Pompano Beach, Fl.	Head Caught??
1991 Mercury Sable	<7-21- 92	??	RF	ODI ID No. 438665	E.Hartford, Ct.	INJURY ONLY severely bruised hand
1988 Ford Taurus	5/20/93	3	RR	Basua, Christina	L.A., CA Los Angeles County	INJURY ONLY ATLA atty John Heubeck arm amputated
GM 1993 Chev p/u	11/30/93	4	RF	Holum, Karen	Whitehall, WI Trempealea u County	DEATH

GM 1994 Chev p/u	4/19/94	4	RF	Baker, Daniel Alan	Anchorage, AK	DEATH
1994 Ford Taurus	5/27/94	3	R	Unknown at this time	Philadelphia , PA Philadelphia County	INJURY ONLY ATLA Martin Thomas (finger amputation) (215)977-7070
1994 Chrysler New Yorker	3/08/95	Unk	Unk.	Anonymous	Unknown	INJURY ONLY NHTSA ODI ID # 960044
1984 Buick Electra	11/21/95	2.7	RR	Walker- Hime, Carolyn dob 3.3.93	Plainfield, N.J. Union Co.	DEATH ATLA Jack Wurgaft (201) 379-4200
1991 Dodge Caravan	3/13/96	child	pas- senger side	Anonymous	Unknown	NHTSA ODI ID # 980738
1995 Mitsubishi Galant (Eclipse has safe switch)	7/26/96	?	RR	Anonymous	Unknown	INJURY ONLY NHTSA ODI ID # 800484 owner injured finger-called design fault
??	66-78	3av	??	2 children	Seattle	DEATHS COHMC from Feldman/Simms tbl
??	1977 all	3av	??	2 children none are reported above	nationwide	DEATHS USCPSC death cert
??	1977 all	3av	??	1 child not reported above	nationwide	DEATH USCPSC in-depth

??	1960-81	0-14	??	9 children (6 of whom are not reported above)	All of Cal	DEATHS Jess F. Kraus, MPH, PhD, Public Health Reports, Mar/Apr, 1985 (Only 3 Cal deaths are listed above, so we may be picking up less than 1/2 the incidents. One death of a 3 yo that appeared in the NSC Mag in the same time frame is possibly a Cal death)
TOTALS GM=10 Ford=18 Chrys=5 Am. M=7 Other=1 Unk=18 Total 58 34 confimed deaths	5 in 91- 1 GM 7 in 92- 2 GM 2 in 93- 1 GM 2 in 94- 1 GM 2 in 95- 1 GM 2 in 96 20 in last 6 yr			18 and possibly 22 anonymous children died	21 states report accidents, in 7, the place is unknown, possibly 29 states are unrepre- sented or unreported	57 deaths or injuries among children, and one 28 yo man and a 74 yo woman. However, 7 occurred in 92-94 so over 37 yrs you would expect about 86 total. In 1966- 78, there were 2 deaths in Seattle alone. Cal had at least 9 deaths in the 36 yr study period. Power windows were uncommon in '60s.

Attachment L



Summary of Power Window Deaths and Injuries

DATE	CITY	ST	AUTOMOBILE TYPE	CHILD AGE	RESULT*
April 16, 2003	Danville	IN		11 yrs	Death
November 16, 2002	Temecula	CA		6 yrs	Death
October 31, 2002	Houston	TX	1993 Chevrolet	3 yrs	Death
June 17, 2002	Wichita	KS	1996 Dodge Intrepid	2 yrs	Death
June 2002	Nash	OK	Ford F250	16 mos	Hospitalized
May 9, 2002	Nashville	IL		2 yrs	Death
January 29, 2002	Pittsburgh	PA		6 yrs	Hospitalized
November 22, 2001	Spring Green	WI		2 yrs	Hospitalized
November 2001	Anthony	KS		2 1/2 yrs	Death
August 2001	Seminole	OK		15 yrs	Death
June 2001	Whitewood	IN	Toyota 4Runner	3 yrs	Severe brain injury
May 30, 2001	Londonderry	OH	1996 Chevrolet Blazer	2 yrs	Death
May 29, 2001	Willistown	PA	2001 Chevrolet Tahoe	5 yrs	Death
May 2001	Seiling	OK	Mercury Lincoln Continental	2 yrs	Severe brain injury
September 14, 2000	Walla Walla	WA	1987 Mercury Marquis	3 yrs	Death
February 9, 1999	Fort Myers	FL		2 yrs	Death
October 10, 1998	Kokomo	IN	1998 Dodge Neon	2 yrs	Death
July 1998	King County	WA		99	Death
May 5, 1998	Chesterland	OH	1996 Ford Econoline	3 yrs	Death
May 1998	Jacksonville	FL	1994 Ford Thunderbird	2 yrs	Death
March 6, 1998		XY	1995 Chevrolet Sierra	6 yrs	Injury
January 7, 1998	Ottumwa	IA	1986 Oldsmobile	3 yrs	Death
October 3, 1997	Florence	AL	1993 Mercury Topaz	3 yrs	Death
August 1997	Provo	UT		3 yrs	Death
April 8, 1997	Troy	AL	1990 Mercury Topaz	2 yr 6 m	Death
August 7, 1996	Ceresco	MI	1992 GMC Safari	3 yrs	Death
July 26, 1996			1995 Mitsubishi Galant		Injury
March 13, 1996			1991 Dodge Caravan	child	Injury
November 21, 1995	Plainfield	NJ	1984 Buick Park Avenue	2.5 yrs	Death
March 8, 1995			1994 Chrysler New Yorker		
May 27, 1994	Philadelphia	PA	1994 Ford Taurus	3 yrs	Severed limb
April 19, 1994	Anchorage	AK	1994 Chevrolet	4 yrs	Death
April 9, 1994	Ravenel	SC	1992 Chevrolet Lumina	5 yrs	Injury
November 20, 1993	Whitehall	WI	1993 Oldsmobile	4 yrs	Death
September 27, 1993	Dallas	TX	1992 Cadillac Seville	3 yrs	Injury

May 20, 1993	Los Angeles	CA	1988 Ford Taurus	3 yrs	Severed limb
April 4, 1993	Saginaw	MI	1993 Oldsmobile Supreme	99	Injury
September 2, 1992	Newburg	NY	1992 GMC S-Jimmy	99	Injury
August 25, 1992	Newark	DE	1991 Lincoln Continental	5yrs	Injury
July 21, 1992	East Hartford	CT	1991 Mercury Sable		Injury
June 29, 1992	Pompano	FL	1992 Cadillac Seville		Injury
June 13, 1992	Birmingham	AL		26 mos	Death
June 8, 1992	Hilliard	OH	1987 Plymouth Voyager	3 yrs	Death
April 29, 1992		UT	1986 Oldsmobile Ninety-eight	2 yrs	Injury
February 2, 1992	Milwaukee	WI	1989 Ford Aerostar	10 yrs	Death
	Chesapeake				
November 18, 1991	Beach	MD	1989 Victoria LTD Ford	74 yrs	Injury
August 27, 1991	Lakeside	CA	1988 Pontiac Bonneville	3 yrs	Injury
August 6, 1991	Rebetta	OH	1990 Chevrolet Lumina	11 yrs	Injury
July 6, 1991	Lynbrook	NY	1991 Buick Regal	73 yrs	Injury
March 4, 1991	Cedar	MI	1989 Ford Taurus		Injury
December 28, 1990	Netherland	TX	1982 Pontiac Bonneville	22 mos	Injury
September 13, 1990	Edina	MN	1990 Chevrolet V3	39 yrs	Injury
July 16, 1990	Scranton	PA	1986 Cadillac	3 yrs	Injury
July 1, 1990	Schiller Park	IL	1986 Cadillac Deville	7 yrs	Injury
June 21, 1990	Inkster	MI	Oldsmobile		Injury
March 20, 1990	Carmel	NY	1989 Chevrolet Blazer T2	24 yrs	Injury
November 9, 1989	Madison	WV	1989 Ford Thunderbird	3 yrs	Injury
September 18, 1989	Minneapolis	MN	1989 Ford Sedan	5-8 yrs	Injury
June 30, 1989	Pepper Pike	OH	1985 Buick Park Avenue	1 yr	
March 30, 1989	Crosby	TX	1989 Ford Thunderbird		Injury
January 20, 1989	Birmingham	AL	1983 Oldsmobile Delta 88	26 mons	Death
			1986 American Motors Jeep		
July 31, 1987	Yakima	WA	Wagoneer	7 yrs	Death
			1986 American Motors Jeep		
July 2, 1987	Farmingdale	NY	Wagoneer	11 yrs	Death
	Hickory		1982 Chrysler Grand Jeep		
November 25, 1984	Corners	MI	Wagoneer	2 yr	Injury
			1983 American Motors Jeep		
April 4, 1984	Omaha	NE	Wagoneer	17yrs	Injury
			1981 American Motors		
January 1, 1984			Wagoneer		Death
			1983 American Motors Jeep		
March 13, 1983	Dallas	TX	Wagoneer	5 yrs	Hospitalized
July 1980	York	PA	1971 Ford Torino	8 yrs	Death
April 3, 1980	White Plains	NY	1971 Ford Torino	9 yrs	Death
	New Port		1979 American Motors Jeep		
May 27, 1979	News	VA	Wagoneer	13 yrs	Death
November 7, 1972	Baltimore	MD	1972 Oldsmobile Vista Cruiser	3 yrs	Death
August 29, 1972	Wichita	KS	1965 Chrysler Imperial		Death
December 18, 1970	Kentwood	MI	1968 Ford Torino	5 yrs	Death
March 2, 1970	Upper Darby	PA	1961 Chevrolet	6 yrs	Death
April 14, 1969	Sidney	IA	Mercury	8 yrs	Death
November 27, 1968	Lansing	MI		18 mos	Death
July 20, 1968	San Mateo	CA		18 mos	Death
April 27, 1968	Dunsmuir	CA		7 yrs	Death

April 1968	West Los Angeles	CA	1957 Lincoln	2 yrs	Death
August 20, 1967	Kingston	DE		3 yrs	Death
May 21, 1966	Kansas City	KS		2 yrs	Coma
May, 1966		MI	1958 Plymouth	99	Death
					Near Death
July 1, 1962	Detroit	MI	1962 Dodge	2 1/2 yrs	Injury
July 1962				3 yrs	Death
1984	Laurel	MD	GMC	4 yrs	Injury
1991	Anchorage	AK	1989 Ford Taurus	8 yrs	Injury
1997	Phoenix	AZ	1997 Chevrolet Lumina	2 yrs	Death
1997	San Diego	CA	1995 Chevrolet Lumina	3 yrs	Death
	Oren	UT	1986 Oldsmobile Ninety-eight	2 yrs	Injury
			1984 Honda Civic		Severed limb
			1987 GMC Jimmy		Severed limb

*More information available upon request.

Attachment M

From ATLA

Concluded Cases on Power Windows And Strangulation

1. Goldberg v. General Motors

RTYP: Case Abstract
CITE: No. 92560 Doc. 105 Fol. 20 (Baltimore Cty. Ct. Md., June 3, 1977) 20 ATLA L. Rep. 434 (November 1977).
DATE: 1977

ABST: Lug of lock on rear window of 1972 Oldsmobile Vista Cruiser, 3 year old boy took key to his father's car, inserted and turned it in the outside lock and leaned through the rear window. Window continued to rise after boy let go of key. Lock designed to spring back to off position when key released, but here lug of lock projected beyond cam face, interfering with spring back, probably caused by pulling a stuck key out of the lock on previous occasion. Window pulled boys torso up by neck causing strangulation, brain damage and ultimate heart failure from which he dies within a week. Settled for \$190,000.

CNSL: Israelson, Max R., Baltimore, Md.

Power Windows Regulations

2. FMVSS, Power-Operated Window Systems

RTYP: Regulatory Chronology
PUB: Federal Register, v56 n73 p15290-15295
DATE: April 16, 1991

ABST: This rule amends standard 118; power operated window systems. It extends the standard to encompass power operated roof panels. It also established requirements for power window control systems located on the vehicle exterior and for remote control devices. The purpose of the standard is to minimize the risk of personal injury that may result if someone is caught between a closing power operated window and the window frame.

3. GM denies NHTSA request to recall one million 1981-1983 passenger cars with potential door lock fire problems.

RTYP: Regulatory Chronology
Date: October 18, 1985
ABST: In a Sept. 4, 1985 letter to GM, NHTSA asked the company to recall about one million 1981-1983 passenger cars because of potential door lock fires. The recall request involves GM's "C" and "E" body luxury cars including the Cadillac, Buick and Oldsmobile models. NHTSA indicated that 77 percent of the consumer reports involved 1983 models. Half of the reports alleged the power window switch as the source of the fire and 11 report the power door lock switch as the source of the fire. On Oct. 17, GM indicated that no recall is planned because there were few cases and no injuries reported. Source 13 BNA Prod. Safety And Liab. Rptr. 792 (Oct 18, 1985).

Reports of Incidents from ATLA Members

The names and addresses of the reporting attorney are confidential. If you need further information, the ATLA Exchange can try to retrieve updates on these cases from the plaintiff's attorneys. In the alternative, Exchange personnel can contact the attorneys and ask that they contact you with further information.

4.
RTYP: Inquirer
ADDR: Detroit, MI 48226
DATE: 5/66
ABST: Negligent design of power window in 1958 Plymouth station wagon. Motor shut off, children left unattended in car. Child got head caught in window and was asphyxiated.

5.
RTYP: Inquirer
ADDR: San Pedro, CA 90731
DATE: 9/76
ABST: 1974 Chevrolet Camaro 2 door. Passenger attempted to roll up window. Difficult to roll up and as window reached fully closed position it explode. Glass fragments struck passenger in the eyes and thrust her towards the driver.

6.
RTYP: Inquirer
ADDR: Lancaster, PA 17604
DATE: 7/80
ABST: 1971 Ford Torino Stationwagon. Defective microswitch mfrd. by Singer. Rear window continued to go up when pressure released from key. Strangulation.

7.
RTYP: Inquirer
ADDR: White Plains, NY 10601
DATE: 5/81
ABST: 1971 Ford Torino Stationwagon. While inside vehicle operated outside w\switch with key. Key system malfunction. Death.

8.
RTYP: Inquirer
ADDR: Minneapolis, MN 55402
DATE: 9/18/89
ABST: Client lost a portion of a finger when it was caught by a rising power window of a new Ford automobile.

9.
RTYP: Inquirer
ADDR: Milwaukee, WI 53202
DATE: 7/24/92
ABST: 1989 Ford Aerostar van. Inadvertent contact with power window button caused child's neck to be caught between top of window and window frame. Anoxia-brain damage.

10.
RTYP: Inquirer
ADDR: Anchorage, AK
DATE: 5/12/94
ABST: 1994 Chevrolet Pickup. Decedent was left alone in pickup with keys in ignition in off position. Decedent head was caught in power window. Fatal.

11.
RTYP: Inquirer
ADDR: Anchorage, AK
DATE: 5/17/94
ABST: Duplicate of above.

12.
RTYP: Inquirer
ADDR: Philadelphia, PA 19103
DATE: 5/27/94
ABST: 1994 Ford Taurus. Woman driving with three year old son in rear seat. She reached back to turn on window lock, but hit the up button by mistake. Child's finger caught in window. Suffered loss of finger at first phalanx.