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Rimkus Consulting Group, Inc.
203 Bulifants Blvd., Suite A
Williamsburg, VA 23188
(800) 535-1547 Telephone
(757) 229-2886 Facsimile

December 13, 2012

Ms. Adrienne Bennett, P.C.
999 Waterside Drive, Suite 435
Norfolk, Virginia, 23510

Re: Client: Cameron Crockett
RCG File No: 47601686
Subject: **Report of Findings**

Dear Ms. Bennett:

On December 28, 2008, a single-vehicle collision occurred on Wolfsnare Road in Virginia Beach, Virginia. According to the police report, a 1998 Honda Accord, Virginia license plate KDM6803, reportedly driven by Mr. Cameron Crockett, was traveling eastbound on Wolfsnare Road. The Honda went off the roadway and collided with a tree. Mr. Crockett was injured, and Mr. John Korte, a passenger in the vehicle, sustained fatal injuries in the collision.

Rimkus Consulting Group, Inc. was retained to inspect the driver side seatbelt in the Honda to determine if it was in use and functioning properly at the time of the incident. In the course of our work, Police Crash Report local case number 2008072499 and photographs of the Honda taken immediately after the collision were reviewed, and the Honda was inspected, measured, and photographed by David A. Pape, Ph.D., P.E.

Conclusions

1. The vehicle damage was consistent with impact with a tree on the right side.
2. The driver's seatbelt latch and retractor functioned properly at the time of our inspection.
3. The driver's seatbelt webbing had been cut in two places during the extraction process.
4. The one section of driver's seatbelt webbing had cupping. This cupping was consistent with loading from occupant forces during the collision and suggested that the seatbelt was being worn by the driver at the time of the collision.

Discussion

Photographs from the crash scene prior to extricating the passenger show the left (driver) side seatbelt intact (**Photograph 1**). The Honda was inspected on December 10, 2012, at the police impound lot on Leroy Road in Virginia Beach, Virginia. The Honda had severe impact damage on the right side. The roof had been cut off and was resting on top of the vehicle. Both frontal airbags had deployed during the incident.

The Honda was equipped with 3-point seatbelts. The driver's side seatbelt webbing had been cut in two places. The ends of each of the three sections of the belt matched and there did not appear to be any missing sections.

Section 1 of the webbing extended from the floor mount to the left of the driver seat. The length of the webbing from the top of the plastic housing on the floor mount to the cut end was approximately 25 inches. This section had no cupping or unusual markings (**Photograph 2**).

Section 2 was a cut section of webbing, approximately 17 inches in length, containing the latch. This section of webbing had cupping (**Photograph 3**). There were cuts in the webbing that appeared to be from saw cuts during extraction.

Section 3 of the webbing extended from the cut end into the seatbelt retractor. The length of the remainder of the belt fully extended from the retractor to the cut end was 66.5 inches long. This section had no cupping or unusual markings (**Photograph 4**).

There was no damage visible on the seatbelt buckle (**Photograph 5**). The buckle functioned properly with the latch inserted. The buckle released the latch when pressed. Section 3 of the webbing contained within the retractor had no damage. The retractor functioned properly. There was superficial damage to the plastic pillar mount of the seatbelt that was consistent with sawing during the roof removal process (**Photograph 6**). There was no friction melting on the plastic D-ring.

Analysis

The seatbelt latch and retractor functioned properly at the time of our inspection. There was no indication that any of the seat belt components malfunctioned during the collision.

The primary direction of impact in this accident was in the lateral direction. The loading on the seatbelt webbing would not be expected to be as severe as that found in a frontal collision. However, one section of seat belt webbing had cupping. This section of webbing was the section that would have been in the buckle area during use. This cupping was consistent with loading from occupant forces during the collision and suggested that the seatbelt was being worn by the driver at the time of the collision.

If the seatbelt was not in use during the collision one would not expect this cupping.

Photographs taken during our work are retained in our files and are available to you upon request.

This report was prepared for the exclusive use of Ms. Adrienne Bennett, P.C., and was not intended for any other purpose. Our report was based on the information available to us at this time. Should additional information become available, we reserve the right to determine the impact, if any, the new information may have on our opinions and conclusions and to revise our opinions and conclusions if necessary and warranted.

Thank you for allowing us to provide this service. If you have any questions or need additional assistance, please call.

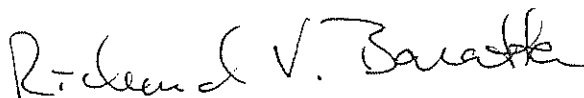
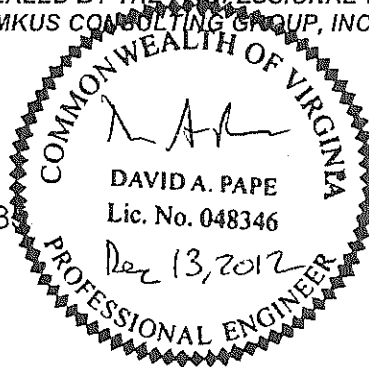
Sincerely,

RIMKUS CONSULTING GROUP, INC.

THE ORIGINAL OF THIS REPORT, SIGNED AND SEALED BY THE PROFESSIONAL WHOSE NAME APPEARS ON THIS PAGE, IS RETAINED IN THE FILES OF RIMKUS CONSULTING GROUP, INC.



David A. Pape, Ph.D., P.E., ACTAR #253
Virginia Engineering Number 048346
Principal Consultant

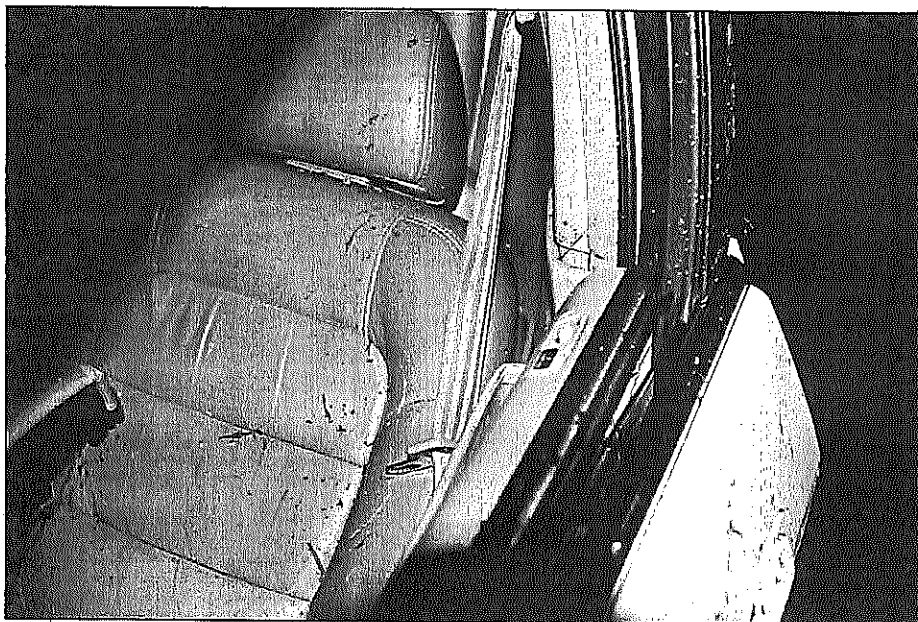


Richard V. Baratta, Ph.D.
Vice President Biomechanical Division

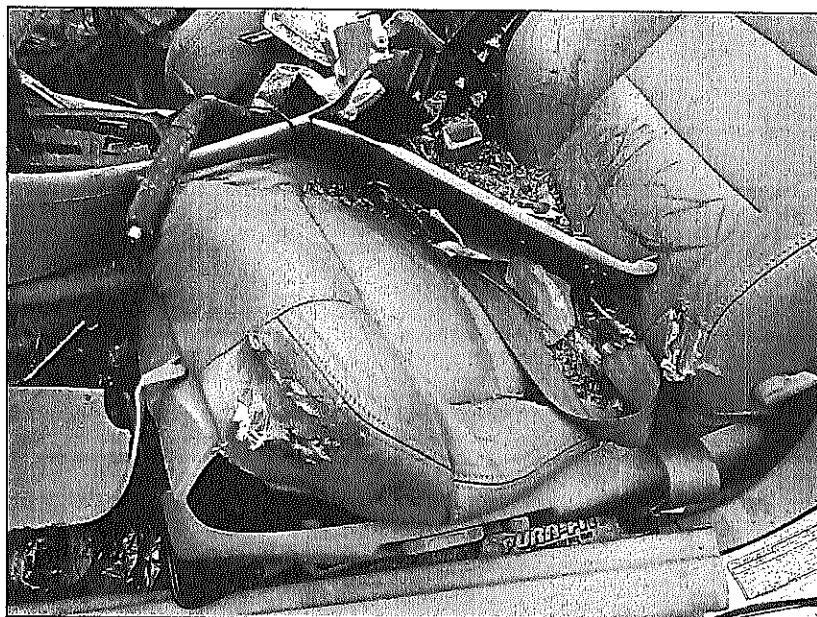
Attachments: Photographs, CVs

December 13, 2012
RCG File No. 47601686

Photograph 1
Driver's seatbelt after the collision.

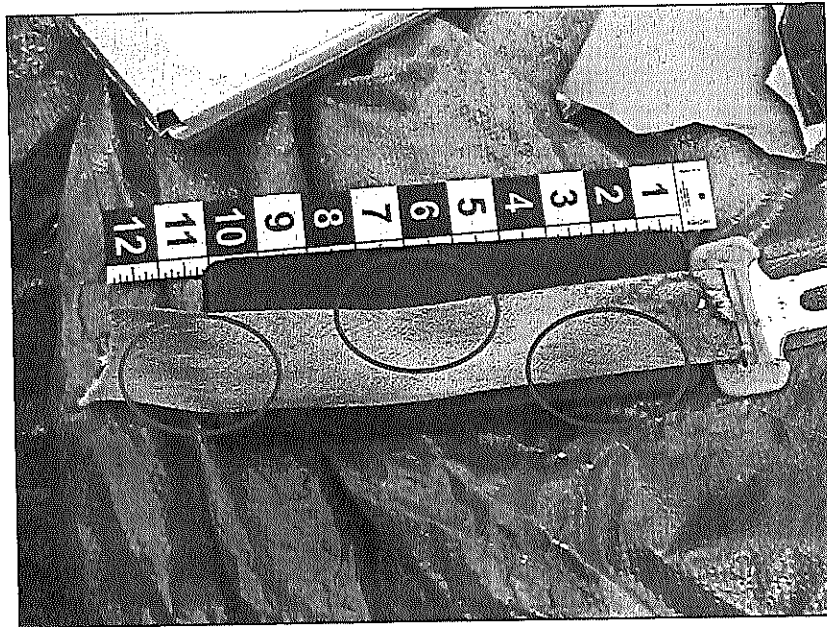


Photograph 2
Section 1 of the seatbelt.

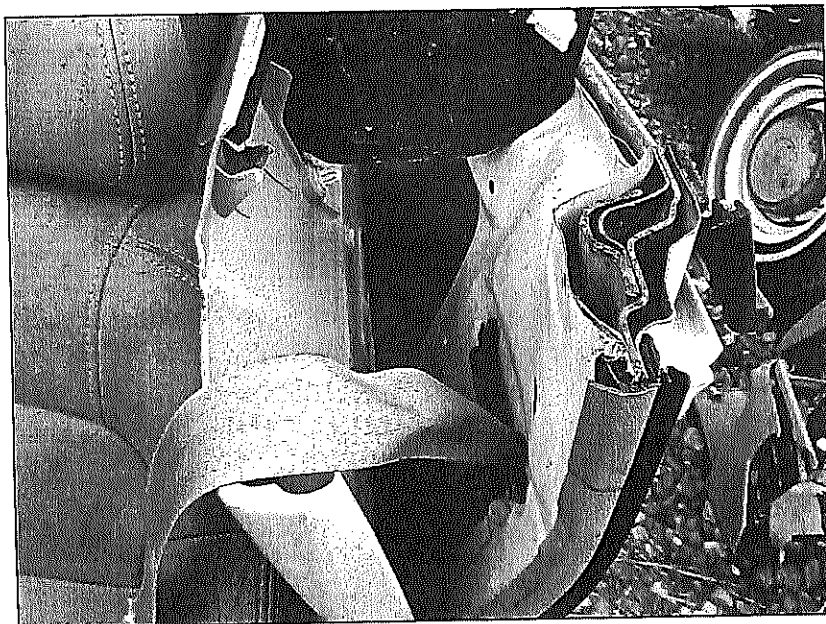


December 13, 2012
RCG File No. 47601686

Photograph 3
Section 2 of the seatbelt with latch, showing cupping.

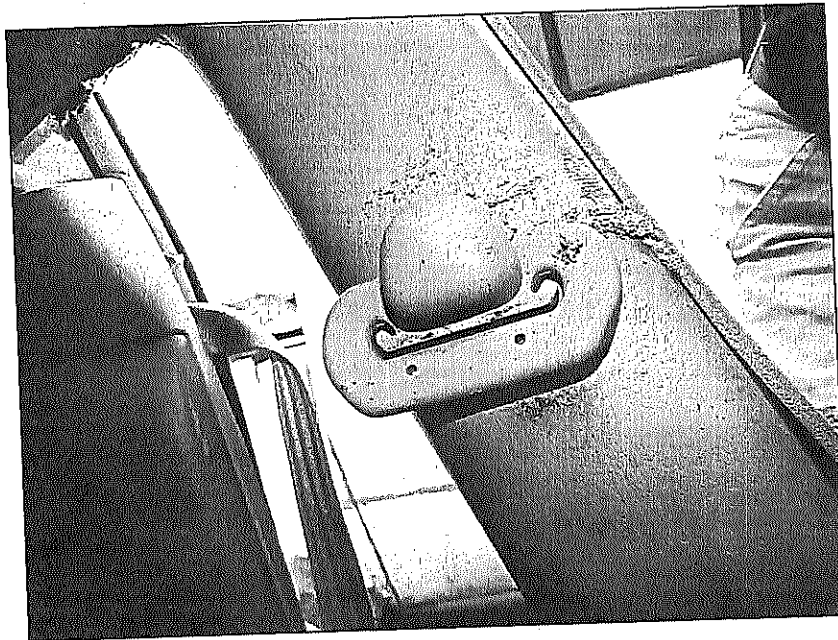


Photograph 4
Section 3 of the seat belt.

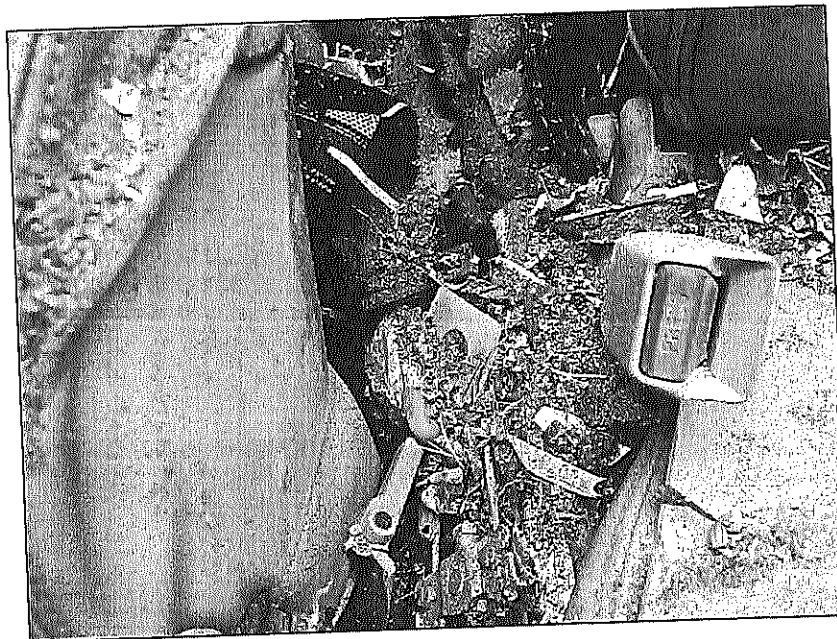


December 13, 2012
RCG File No. 47601686

Photograph 5
Seatbelt shoulder webbing guide.



Photograph 6
Seatbelt buckle.



December 13, 2012
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CVs