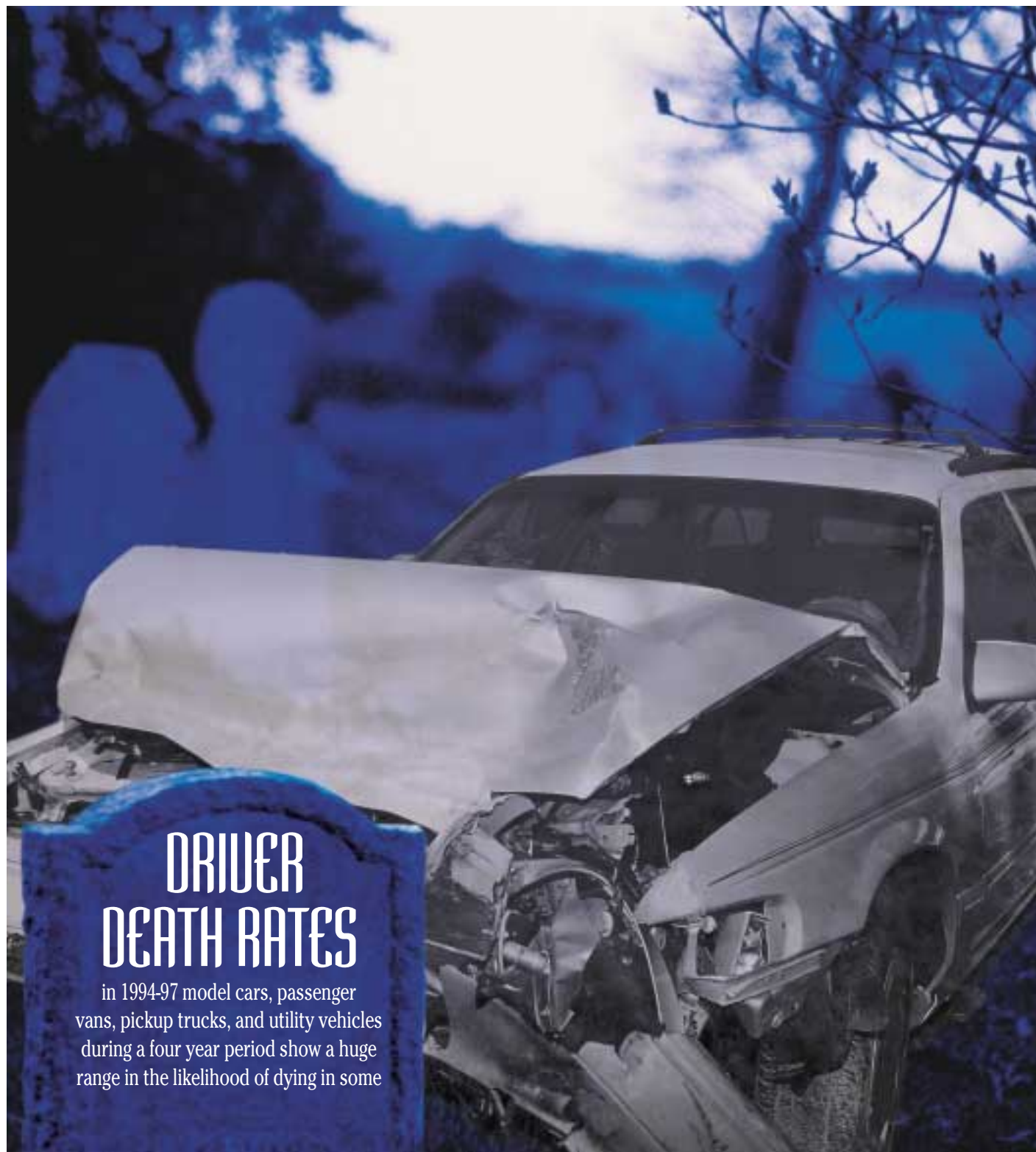


Special issue: driver death rates

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## DRIVER DEATH RATES

in 1994-97 model cars, passenger vans, pickup trucks, and utility vehicles during a four year period show a huge range in the likelihood of dying in some

models compared with others. The average death rate in all passenger vehicles during 1995-98 is 89 per million registered vehicle years, but the rate for some models is two or three times as high (see table, pp. 4-5).

Driver death rates in all crashes plus death rates in multiple-vehicle, single-vehicle, and single-vehicle rollover crashes are computed for 156 passenger vehicle models with at least 120,000 registered vehicle years or 20 driver deaths during calendar years 1995-98. The death rates for each model represent the reported number of driver deaths divided by the model's number of registered vehicle years. Death rates also are computed by weight class within body style groups. Data are from the federal government's Fatality Analysis Reporting System and registration counts from The Polk Company.

Among the vehicles, exposure varies considerably. For example, the exposure for passenger vans weighing 3,500-3,999 pounds is more than 5 million registered years, while for the lightest station wagons exposure is fewer than 200,000 years. Because of this variability, 95 percent confidence intervals were computed with upper and lower bounds indicating the precision of the computed death rates for all crash types.

The computed rates reflect the influence of vehicle designs plus their patterns of use and the demographics of their drivers. Comparisons among vehicles should be interpreted with these factors in mind.

**Bigger and heavier vehicles are better:** Two important characteristics influencing crash outcome are vehicle size and weight, which are strongly related. The smaller, lighter vehicles in each class generally have higher death rates (see table, facing page).

Although heavier vehicles generally have lower death rates, the effects of additional weight tend to diminish as vehicles get heavier and heavier — for example, among utility vehicles and pickups weighing more than 4,000 pounds. This makes sense because an increase of 500 pounds is much less significant among vehicles that already weigh 4,000 pounds than it is among cars weighing only 2,500 pounds.

The vehicles with the lowest death rates are larger, heavier passenger vans. Rates for these vehicles likely reflect their use patterns as well as their larger, more protective designs.

Two-door cars generally have higher death rates than four-door models weighing about the same. This is true except for cars that weigh 3,500 pounds or more, among which death rates in two- and four-door models are about the same.

Within any given weight class, pickup trucks have the highest driver death rates, and four-wheel-drive pickups are the worst. High single-vehicle rollover death rates are major contributors to the poor overall rates in these vehicles. The heaviest four-wheel-drive pickups (5,000+ pounds) have a death rate of 109 per million registered vehicle years, and the single-vehicle rollover death rate is 54 per million. In contrast, the corresponding rates for four-door cars weighing about half as much as the heavy pickups are 85 and 21.

In large part because of their high centers of gravity, both utility vehicles and pickup trucks in most weight classes have relatively high driver death rates in single-vehicle rollover crashes. A somewhat surprising — and as yet unexplained — finding is that utility vehicles weighing less than 3,500 pounds have lower rollover death rates than two-door cars of comparable weight.

**Comparisons among similar vehicles:** The nonvehicle factors that can influence death rates (use patterns and driver demographics) are less likely to vary within vehicle body style/size groups than across groups. Yet even within groups, big differences often exist. Consider the Honda Civic's rate of 47 deaths per million registered vehicle years, which is much lower than rates for many other small four-door cars. The Nissan Sentra's rate of 100 per million, for example, is much higher, as are rates for the Geo Prizm (125 per million), Dodge/Plymouth Neon (129), and Kia Sephia (148).

The upper confidence bound for the Civic's death rate is below the lower confidence bounds for the other four cars. This means the lower rate for the Civic isn't due to chance, and it seems likely that differences in the designs of the vehicles play a significant role in the differences between the Honda Civic and the other small cars.

**Highest death rates in midsize sports cars:** The vehicles with the highest death rates are all sports cars — the Chevrolet Camaro, Camaro convertible, and Pontiac Firebird. These three models have very (continues on p.6)



## Driver death rates by

### four-door passenger cars

vehicle weight:	all	mv / sv / roll	
less than 2,500 lbs.	101 (95-108)	64	37 19
2,500-2,999 lbs.	85 (80-90)	44	41 21
3,000-3,499 lbs.	73 (68-79)	43	30 14
3,500-3,999 lbs.	75 (63-88)	53	22 9
4,000-4,499 lbs.	—	—	— —
4,500-4,999 lbs.	—	—	— —
5,000 lbs. or more	—	—	— —



## vehicle body style/weight and crash type, 1994-97 models during 1995-98

two-door passenger cars				passenger vans and station wagons				four-wheel-drive utility vehicles				two-wheel-drive pickup trucks				four-wheel-drive pickup trucks			
all	mv / sv/roll			all	mv / sv/roll			all	mv / sv/roll			all	mv / sv/roll			all	mv / sv/roll		
136 (121-152)	83	52	31	63 (32-113)	46	17	6	—	—	—	—	—	—	—	—	—	—	—	
122 (113-133)	52	71	42	85 (61-115)	59	26	20	98 (59-153)	51	46	26	173 (155-192)	69	103	67	—	—	—	
101 (83-123)	31	70	42	64 (49-83)	43	21	15	53 (37-72)	27	26	19	114 (96-134)	58	56	39	160 (129-196)	41	119	93
76 (63-90)	46	30	15	38 (33-44)	23	15	11	64 (55-75)	20	44	35	102 (91-115)	43	59	35	117 (71-181)	35	82	58
—	—	—	—	38 (17-76)	14	24	10	68 (59-79)	23	46	36	72 (56-90)	28	44	26	88 (76-102)	23	65	41
—	—	—	—	—	—	—	—	98 (62-147)	17	81	64	68 (49-91)	42	26	16	97 (80-117)	30	67	56
—	—	—	—	—	—	—	—	46 (34-62)	17	29	20	62 (37-97)	42	20	3	109 (88-133)	38	71	54

sources: U.S. Department of Transportation's Fatality Analysis Reporting System and The Polk Company's National Vehicle Population Profile

all: overall driver death rate per million registered vehicle years; mv: driver deaths in multiple-vehicle crashes per million registered vehicle years

sv: driver deaths in single-vehicle crashes per million registered vehicle years; roll: driver deaths in single-vehicle rollover crashes per million registered vehicle years

note: results for two- and four-door cars don't include luxury or sports models; results aren't shown for these car groups or for two-wheel-drive utility vehicles

—: no exposure or insufficient exposure



**key to table**

This table displays driver death rates per million registered vehicle years (2 vehicles registered for 12 months each yield 2 vehicle years) in 1994-97 models during calendar years 1995-98

**All crashes:** number of deaths in a vehicle model divided by its registered vehicle years; presented per million registered vehicle years; range shown in parentheses is 95 percent confidence interval, and interval width represents precision of the death rate

**Multiple:** deaths in multiple-vehicle crashes per million registered vehicle years

**Single:** deaths in single-vehicle crashes per million registered vehicle years

**Roll:** deaths in single-vehicle crashes involving rollover per million registered vehicle years

Model Years	DRIVER DEATH RATES			
	All Crashes	Multiple	Single	Roll
<b>ALL PASSENGER VEHICLES</b>				
	<b>89</b> (87-91)	<b>44</b>	<b>46</b>	<b>27</b>
<b>FOUR-DOOR CARS</b>				
<b>VERY LARGE</b>				
Mercury Grand Marquis 1994-97	<b>76</b> (59-96)	<b>52</b>	<b>24</b>	<b>7</b>
Ford Crown Victoria 1994-97	<b>77</b> (59-98)	<b>57</b>	<b>20</b>	<b>12</b>
<b>LARGE</b>				
Pontiac Bonneville 1994-97	<b>44</b> (30-61)	<b>29</b>	<b>14</b>	<b>6</b>
Dodge Intrepid 1994-97	<b>58</b> (46-73)	<b>30</b>	<b>28</b>	<b>10</b>
Eagle Vision 1994-97	<b>58</b> (29-105)	<b>27</b>	<b>32</b>	<b>11</b>
Chrysler Concorde 1994-97	<b>75</b> (54-101)	<b>43</b>	<b>32</b>	<b>9</b>
Pontiac Grand Prix 1994-97	<b>76</b> (57-99)	<b>43</b>	<b>32</b>	<b>17</b>
Buick LeSabre 1994-97	<b>80</b> (66-97)	<b>62</b>	<b>18</b>	<b>9</b>
Mercury Sable 1996-97	<b>80</b> (51-119)	<b>47</b>	<b>33</b>	<b>17</b>
Ford Taurus 1996-97	<b>81</b> (65-101)	<b>51</b>	<b>30</b>	<b>14</b>
Chevrolet Lumina 1995-97	<b>90</b> (75-108)	<b>44</b>	<b>46</b>	<b>28</b>
Oldsmobile Eighty-Eight 1994-97	<b>98</b> (76-126)	<b>65</b>	<b>33</b>	<b>17</b>
<b>MIDSIZE</b>				
Toyota Camry 1997	<b>37</b> (19-63)	<b>25</b>	<b>11</b>	<b>8</b>
Volvo 850 1995-97	<b>39</b> (18-74)	<b>26</b>	<b>13</b>	<b>4</b>
Nissan Maxima 1995-97	<b>49</b> (35-66)	<b>24</b>	<b>25</b>	<b>13</b>
Mazda 626 1994-97	<b>59</b> (44-78)	<b>31</b>	<b>29</b>	<b>15</b>
Honda Accord 1994-97	<b>62</b> (53-71)	<b>34</b>	<b>28</b>	<b>12</b>
Chrysler Cirrus 1995-97	<b>66</b> (40-103)	<b>52</b>	<b>14</b>	<b>3</b>
Buick Regal 1994-97	<b>70</b> (52-93)	<b>40</b>	<b>30</b>	<b>13</b>
Nissan Altima 1994-97	<b>78</b> (64-94)	<b>45</b>	<b>33</b>	<b>17</b>
Toyota Avalon 1995-97	<b>80</b> (54-114)	<b>53</b>	<b>27</b>	<b>8</b>
Mazda Millenia 1995-97	<b>82</b> (45-138)	<b>29</b>	<b>53</b>	<b>6</b>
Oldsmobile Achieva 1994-97	<b>85</b> (56-124)	<b>41</b>	<b>44</b>	<b>22</b>
Oldsmobile Cutlass Supreme 1994-97	<b>89</b> (67-116)	<b>36</b>	<b>52</b>	<b>26</b>
Dodge Stratus/Plym. Breeze 1995-97	<b>91</b> (68-119)	<b>51</b>	<b>40</b>	<b>10</b>
Mitsubishi Galant 1994-97	<b>105</b> (81-135)	<b>52</b>	<b>54</b>	<b>28</b>
Ford Contour 1995-97	<b>112</b> (91-136)	<b>65</b>	<b>47</b>	<b>25</b>
Mercury Mystique 1995-97	<b>115</b> (81-159)	<b>64</b>	<b>51</b>	<b>16</b>
Pontiac Grand Am 1994-97	<b>120</b> (102-140)	<b>53</b>	<b>67</b>	<b>43</b>
Buick Skylark 1994-97	<b>124</b> (93-163)	<b>84</b>	<b>40</b>	<b>19</b>
Chevrolet Cavalier 1995-97	<b>153</b> (122-190)	<b>66</b>	<b>87</b>	<b>46</b>
Hyundai Sonata 1995-97	<b>170</b> (106-257)	<b>54</b>	<b>116</b>	<b>54</b>
Pontiac Sunfire 1995-97	<b>206</b> (136-300)	<b>130</b>	<b>76</b>	<b>38</b>
<b>SMALL</b>				
Volkswagen Golf III 1994-97	<b>47</b> (17-102)	<b>31</b>	<b>16</b>	<b>16</b>
Honda Civic 1996-97	<b>47</b> (28-74)	<b>29</b>	<b>18</b>	<b>5</b>
Acura Integra 1994-97	<b>67</b> (35-117)	<b>33</b>	<b>33</b>	<b>6</b>
Volkswagen Jetta III 1994-97	<b>71</b> (52-95)	<b>23</b>	<b>48</b>	<b>24</b>
Saturn SL 1994-97	<b>73</b> (62-86)	<b>51</b>	<b>23</b>	<b>13</b>
Mazda Protege 1995-97	<b>76</b> (51-110)	<b>42</b>	<b>34</b>	<b>13</b>
Toyota Corolla 1994-97	<b>86</b> (73-100)	<b>57</b>	<b>29</b>	<b>16</b>
Ford Escort 1997	<b>95</b> (60-142)	<b>62</b>	<b>33</b>	<b>21</b>
Nissan Sentra 1995-97	<b>100</b> (77-128)	<b>58</b>	<b>42</b>	<b>14</b>
Geo Prizm 1994-97	<b>125</b> (103-150)	<b>75</b>	<b>50</b>	<b>23</b>
Dodge Neon/Plym. Neon 1995-97	<b>129</b> (111-150)	<b>75</b>	<b>54</b>	<b>30</b>
Kia Sephia 1995-97	<b>148</b> (93-224)	<b>101</b>	<b>47</b>	<b>27</b>
<b>MINI</b>				
Hyundai Accent 1995-97	<b>152</b> (94-233)	<b>72</b>	<b>80</b>	<b>36</b>
Ford Aspire 1994-97	<b>210</b> (139-303)	<b>142</b>	<b>67</b>	<b>22</b>
Geo Metro 1995-97	<b>212</b> (151-290)	<b>152</b>	<b>60</b>	<b>44</b>
<b>TWO-DOOR CARS</b>				
<b>LARGE</b>				
Buick Riviera 1995-97	<b>36</b> (13-78)	<b>24</b>	<b>12</b>	<b>6</b>
Mercury Cougar 1994-97	<b>70</b> (50-96)	<b>41</b>	<b>29</b>	<b>14</b>
Ford Thunderbird 1994-97	<b>85</b> (68-105)	<b>51</b>	<b>34</b>	<b>16</b>
Chevrolet Monte Carlo 1995-97	<b>117</b> (89-151)	<b>36</b>	<b>81</b>	<b>52</b>
<b>MIDSIZE</b>				
Chrysler Sebring convertible 1996-97	<b>41</b> (15-89)	<b>14</b>	<b>27</b>	<b>14</b>
Honda Accord 1994-97	<b>47</b> (29-71)	<b>32</b>	<b>15</b>	<b>11</b>
Chrysler Sebring 1995-97	<b>84</b> (45-144)	<b>39</b>	<b>45</b>	<b>0</b>
Mazda MX-6 1994-97	<b>101</b> (57-167)	<b>27</b>	<b>74</b>	<b>27</b>
Oldsmobile Cutlass Supreme 1994-97	<b>118</b> (81-167)	<b>33</b>	<b>85</b>	<b>44</b>
Dodge Avenger 1995-97	<b>129</b> (84-189)	<b>50</b>	<b>80</b>	<b>40</b>
Pontiac Grand Am 1994-97	<b>132</b> (109-159)	<b>54</b>	<b>78</b>	<b>55</b>
Chevrolet Cavalier 1995-97	<b>133</b> (108-163)	<b>55</b>	<b>79</b>	<b>59</b>
Oldsmobile Achieva 1994-97	<b>163</b> (101-250)	<b>93</b>	<b>70</b>	<b>54</b>
Pontiac Sunfire 1995-97	<b>205</b> (156-265)	<b>99</b>	<b>106</b>	<b>46</b>

	Model Years	DRIVER DEATH RATES				Model Years	DRIVER DEATH RATES				
		All Crashes	Multiple	Single	Roll		All Crashes	Multiple	Single	Roll	
<b>SMALL</b>					<b>FOUR-WHEEL-DRIVE UTILITIES</b>						
Honda Civic Coupe	1996-97	68 (42-104)	45	23	10	<b>VERY LARGE</b>					
Toyota Celica	1994-97	73 (42-119)	41	32	14	Ford Expedition 4dr	1997	39 (13-92)	8	32	16
Acura Integra	1994-97	76 (53-105)	23	53	27	Chevrolet Tahoe 4dr	1995-97	45 (25-75)	21	24	15
Nissan 200SX	1995-97	119 (75-180)	49	70	43	Chevrolet Suburban 1500 4dr	1995-97	53 (28-91)	29	25	16
Mitsubishi Eclipse	1995-97	133 (95-181)	60	73	30	<b>LARGE</b>					
Dodge Neon/Plym. Neon	1995-97	143 (105-190)	82	61	43	Ford Explorer 4dr	1995-97	56 (43-72)	19	37	26
Ford Probe	1994-97	152 (121-188)	57	95	50	GMC T15 Jimmy 4dr	1995-97	68 (41-105)	24	44	34
<b>MINI</b>					<b>MIDSIZE</b>						
Toyota Tercel	1995-97	148 (106-200)	81	67	39	Chevrolet T10 Blazer 4dr	1995-97	72 (56-92)	23	49	45
Ford Aspire	1994-97	168 (123-225)	121	48	26	Isuzu Rodeo 4dr	1995-97	99 (57-158)	29	70	46
Hyundai Accent	1995-97	177 (114-264)	81	96	67	<b>SMALL</b>					
Geo Metro	1995-97	209 (156-274)	165	44	24	Jeep Cherokee 4dr	1995-97	50 (33-74)	29	21	15
<b>PASSENGER VANS AND WAGONS</b>					<b>TWO-WHEEL-DRIVE PICKUPS</b>						
<b>LARGE</b>					<b>VERY LARGE</b>						
Nissan Quest	1994-97	18 (8-35)	12	6	6	Ford F-350 Crew Cab	1994-97	42 (19-80)	33	9	5
Dodge Grand Caravan	1996-97	22 (13-34)	13	8	2	<b>LARGE</b>					
Plymouth Grand Voyager						Ford F-250	1994-97	44 (22-78)	24	20	12
Chevrolet Astro 4 wheel drive	1994-97	25 (5-72)	16	8	0	Ford F-250 Super Cab	1994-97	60 (30-107)	43	16	16
Ford Windstar	1995-97	33 (24-44)	18	14	9	Dodge Ram 2500	1994-97	67 (31-127)	45	22	15
Honda Odyssey	1995-97	41 (15-89)	41	0	0	Dodge Ram 1500 Club	1995-97	75 (48-113)	26	49	29
Chevrolet Astro	1994-97	43 (28-65)	27	16	11	Chevrolet 1500 Ext Cab	1995-97	76 (57-100)	34	43	19
Chrysler Town & Country	1996-97	45 (22-80)	33	12	8	Ford F-150 Super Cab	1997	76 (46-119)	28	48	24
Mercury Villager	1994-97	46 (30-67)	28	18	11	GMC 1500 Ext Cab	1995-97	81 (50-125)	45	37	20
Dodge Caravan/Plym.Voyager	1996-97	48 (31-71)	37	11	7	<b>MIDSIZE</b>					
Ford Aerostar ext	1994-97	56 (32-89)	23	33	29	Ford F-150	1997	93 (51-156)	53	40	33
GMC Safari	1994-97	81 (46-131)	25	55	50	Dodge Ram 1500	1994-97	114 (90-141)	53	61	43
Ford Aerostar	1994-97	91 (65-123)	57	34	27	Chevrolet 1500	1995-97	123 (94-159)	50	73	44
<b>MIDSIZE</b>					<b>SMALL</b>						
Subaru Legacy/Outback	1995-97	74 (48-109)	56	18	18	GMC 1500	1995-97	123 (77-186)	39	84	34
<b>SMALL</b>					<b>SMALL</b>						
Saturn SW	1994-97	63 (32-113)	46	17	6	Chevrolet S10 Ext Cab	1995-97	125 (95-161)	59	66	53
<b>LUXURY CARS</b>					<b>SMALL</b>						
<b>VERY LARGE</b>					<b>SMALL</b>						
Lincoln Town Car	1994-97	77 (61-96)	50	27	10	Ford Ranger Super Cab	1995-97	88 (64-118)	49	39	22
<b>LARGE</b>					<b>SMALL</b>						
Cadillac Seville	1994-97	33 (17-58)	19	14	3	Toyota Tacoma Xtra Cab	1995-97	151 (95-229)	83	69	55
Lincoln Continental	1995-97	39 (16-80)	17	22	11	Nissan Standard Bed	1996-97	170 (109-253)	57	113	78
Oldsmobile Aurora	1995-97	40 (17-79)	20	20	10	Ford Ranger	1995-97	172 (143-206)	55	118	77
Cadillac Eldorado	1994-97	54 (28-95)	9	45	23	Toyota Tacoma	1995-97	211 (138-309)	113	97	32
Chrysler LHS	1994-97	59 (38-87)	34	24	15	<b>FOUR-WHEEL-DRIVE PICKUPS</b>					
Lincoln Mark VIII	1994-97	99 (60-152)	39	59	15	<b>VERY LARGE</b>					
<b>MIDSIZE</b>					<b>VERY LARGE</b>						
Infiniti J30	1994-97	20 (4-57)	7	13	0	Ford F-350 Crew Cab	1994-97	77 (37-142)	8	69	54
Mercedes C Class	1994-97	52 (27-91)	30	22	17	Ford F-250 Super Cab	1994-97	128 (92-175)	61	67	42
<b>SPORTS CARS</b>					<b>LARGE</b>						
<b>MIDSIZE</b>					<b>LARGE</b>						
Ford Mustang convertible	1994-97	97 (68-133)	37	60	26	Chevrolet 2500 Ext Cab	1994-97	39 (18-74)	13	26	22
Ford Mustang	1994-97	138 (114-164)	52	86	46	Chevrolet 2500	1994-97	46 (20-91)	17	29	23
Pontiac Firebird	1994-97	267 (217-325)	88	179	69	GMC 1500 Ext Cab	1995-97	70 (40-114)	26	44	35
Chevrolet Camaro convertible	1994-97	290 (189-425)	33	256	167	Dodge Ram 1500 Club Cab	1995-97	71 (41-116)	22	49	27
Chevrolet Camaro	1994-97	308 (271-347)	93	214	104	Dodge Ram 2500	1994-97	77 (46-121)	28	49	37
<b>SMALL</b>					<b>SMALL</b>						
No vehicles with sufficient exposure					Ford F-150 Super Cab						
<b>MINI</b>					1997						
Mazda MX-5 Miata	1994-97	59 (29-105)	37	21	5	Chevrolet 1500 Ext Cab	1995-97	95 (73-120)	27	68	48
Honda Civic Del Sol	1994-97	84 (44-147)	56	28	14	Dodge Ram 1500	1994-97	109 (78-147)	34	75	67
<b>TWO-WHEEL-DRIVE UTILITIES</b>					<b>SMALL</b>						
<b>VERY LARGE</b>					<b>SMALL</b>						
Chevrolet Suburban 1500 4dr	1995-97	44 (19-87)	11	33	22	Ford F-250	1994-97	114 (78-162)	32	82	82
<b>LARGE</b>					<b>SMALL</b>						
Ford Explorer 4dr	1995-97	103 (77-135)	47	57	49	Chevrolet 1500	1995-97	166 (118-226)	25	141	79
Isuzu Rodeo 4dr	1995-97	151 (101-218)	37	115	99	<b>MIDSIZE</b>					
Chevrolet S10 Blazer 4dr	1995-97	195 (141-264)	84	112	102	Toyota Tacoma Xtra Cab	1995-97	123 (79-181)	20	103	69
<b>MIDSIZE</b>					<b>MIDSIZE</b>						
Jeep Grand Cherokee 4dr	1994-97	78 (52-113)	25	53	36	Ford Ranger Super Cab	1995-97	133 (79-211)	37	96	67
Ford Explorer 2dr	1995-97	231 (141-356)	58	173	150	<b>ALL PASSENGER VEHICLES</b>					
<b>SMALL</b>					<b>ALL PASSENGER VEHICLES</b>						
Jeep Cherokee 4dr	1995-97	74 (41-124)	37	37	21			89 (87-91)	44	46	27

Note: four model years (1994-97) are included in this report, but every model year isn't included for every vehicle; if a vehicle was substantially redesigned during 1994-97, only the most recent design is included

Sources: U.S. Department of Transportation's Fatality Analysis Reporting System and The Polk Company's National Vehicle Population Profile

(continued from p.2) high death rates in single-vehicle crashes, and this has been true model year after model year (see *Status Report*, Oct. 9, 1996). The single-vehicle death rates, including high rollover rates despite low centers of gravity, reflect both the performance capabilities of the sports cars and the risk-taking characteristics of many of their drivers.

**More results for specific vehicle models:** For a very large luxury car, the Lincoln Town Car's death rate is surprisingly high. In part, this reflects the concentration of elderly peo-

ple among Town Car drivers. Fifty-six percent of the people killed in crashes of this car during 1995-98 were 65 years or older, compared with 15 percent of all fatally injured drivers.

The Lincoln Mark VIII, a large luxury coupe, also has a high death rate, but only 15 percent of its fatally injured drivers were 65 or older. The Mark VIII's high rate is mostly because of single-vehicle crash deaths, which are more frequent in two-door cars and coupes.

The death rate in single-vehicle rollover crashes for the four-wheel-drive Jeep Chero-

kee is 15 per million registered vehicle years — about the same as in many small and mid-size cars. This is a somewhat surprising result for a small utility vehicle, especially because many larger utility vehicles have much higher rates of driver death in single-vehicle rollover crashes. Reasons for the Cherokee's low rate aren't known.

Among larger utility vehicles, the Ford Explorer's driver death rate of 56 per million registered vehicle years is lower than the Isuzu Rodeo's 99 deaths per million. Death rates in

# EXAMPLES: Death rate differences among cars

Driver deaths per million registered vehicle years

Vehicle Model	Death Rate (per million registered vehicle years)	Drive Type
Isuzu Rodeo	99	4 wheel drive
Ford Explorer	56	4 wheel drive

multiple-vehicle crashes differ from 19 per million for the Explorer to 29 per million for the Rodeo, but the single-vehicle crash death rates for these two vehicles diverge far more widely — 37 per million compared with 70. Much of this divergence is because of the Rodeo's higher rollover death rate of 46 per million compared with 26 for the Explorer.

**Driver death rates and insurance losses:** Fatal crash injuries are relatively rare, so they have little influence on insurance losses for injuries. Such losses are dominated by the far

more frequent low to moderate severity collisions and their associated injuries.

Still there are correlations. Small two- and four-door cars typically have both high rates of driver death and poor insurance injury claims experience. An exception is sports cars. These tend to have high driver death rates because they're more likely to be in high-speed single-vehicle crashes in which the risk of dying is very high. However, insurance injury results for sports cars tend to be about average.

**For further information:** The table on pages 4-5 shows driver death rates in 156 popular passenger vehicles. For more detail, see the expanded table of death rates on the web at [www.highwaysafety.org](http://www.highwaysafety.org). For a summary of insurance injury losses by passenger vehicle make and model, write: Injury, collision, and theft losses, Highway Loss Data Institute, 1005 North Glebe Road, Arlington, VA 22201. This and other relevant information, including back issues of *Status Report*, also are available at [www.highwaysafety.org](http://www.highwaysafety.org).



**Honda Civic: 47**

**Nissan Sentra: 100**

**Dodge Neon: 129**

Death rate differences abound even among vehicles of similar size and weight. The Honda Civic's overall death rate is much lower than rates for other small four-door cars like the Nissan Sentra and Dodge Neon. The Ford Explorer's death rate is lower than the Isuzu Rodeo's — a difference explained by the Rodeo's much higher death rate in single-vehicle crashes and rollovers.

# STATUS REPORT

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## Special Issue

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This special issue focuses on driver death rates by passenger vehicle make and model. Recent special issues have focused on the following subjects:

Federal airbag rule	35:6 (2000)
Cosmetic repair parts	35:2 (2000)
Graduated licensing	34:10 (1999)
Vehicle compatibility in crashes	34:9 (1999)
Child safety	34:8 (1999)
Neck injuries	34:5 (1999)
Vehicle safety advancements	34:4 (1999)
Pedestrian deaths, injuries	34:3 (1999)
Truck safety	33:8 (1998)
Urban crashes	33:4 (1998)
Crash compatibility	33:1 (1998)



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