#### INSURANCI INSTITUTE FOR HIGHWAY SAFETY

### **Death Rates Vary** Among Cars by More **Than 800 Percent**

Occupant deaths occur far more often in some cars than in others. Insurance Institute for Highway Safety researchers computed death rates for 1984-88 model cars during calendar years 1985-89 and found that, among 134 series, the one with the lowest death rate was Volvo's 240 station wagon with 0.5 deaths for each 10,000 of these cars registered. The highest rate? Chevrolet's Corvette Coupe, a small sports car (4.7 per 10.000). The Corvette's death rate was more than 9 times as high as the Volvo's (see table, pages 4-5).

For each car series, rates were computed from the total number of occupant deaths and registrations in the 5 calendar years, 1985-89. (A car series is a family within a make with the same wheelbase and a degree of commonality in construction such as body, chassis, etc.) Results for 1984-88 series are presented only for those with at least 150,000 registrations during 1985-89 (1989 model cars aren't included because registrations are counted midvear when new cars are still being sold). Results for all cars and for each car size/body style group were computed from death and registration counts for all car series, regardless of numbers registered.

Car size is an important influencing factor on death rates. Of the 14 vehicle series with the lowest death rates, 5 are large, and 7 are midsize. Only 2 are small. Nine of (See 800% Variation, p. 2)

This special issue of Status Report marks the second time the Insurance Institute for Highway Safety has published passenger curpccupant deaths per 10,000 registered cars by individual car make and series. These are actual, on-the-road death rates, not test results. And, in this report, more passenger car series are included than the first time the rates were re stead of 103. The includes more current ith lower sales, hence less exposition

- 134 series inon pages 4 and 5 r year.

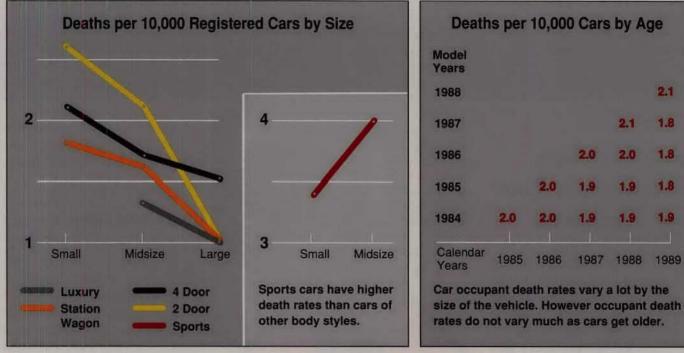
## **Many Cars Perform Better (or Worse) Than Predicted**

Actual death rates for individual car series tell only part of the story (see Death Rates Vary Among Cars by More Than 800 Percent) because they're influenced by the age and sex of the people who drive them, as well as by the size of the cars. So Insurance Institute for Highway Safety researchers computed for each of 134 popular car series a predicted as well as an actual death rate, with the predicted rate taking into account three important factors influencing the actual death rate. The researchers developed a regression model that relates actual death rates to car size, driver age, and driver sex. Because vehicle registration information cannot be broken down by owner age or sex, the researchers' model uses information about the drivers who were involved in the fatal crashes.

Specifically, the researchers estimated a nonlinear relationship between the death rates of individual vehicle series and their wheelbases, the proportion of occupant deaths that occurred with drivers under 30 years old, and the proportion of male drivers. (A detailed explanation of the research methods is available from the Institute on request.)

From this model, the researchers computed a predicted death rate for each car series using its actual wheelbase, proportion of young drivers, and proportion of (See Better or Worse, p. 3)

SPECIAL ISSUE: OCCUPANT DEATH RATES, 1984-88 MODEL CARS



### 800% Variation

(Cont'd from p. 1)

the 13 cars with the highest death rates are small. The other 4 are midsize. None is large.

Large station wagons, large two-door cars, and large luxury cars are the groups with the fewest deaths per 10,000 registered cars. The group with the highest number of deaths per 10,000 registrations is midsize sports cars.

Death rates vary not only by car size but also within size and body style groups. Among small four-door cars, for example, the Saab 900 had the lowest rate (0.6). The rate for the four-door Chevrolet Sprint, was more than 7 times as high (4.5).

The mix of occupant deaths between single- and multiple-vehicle crashes varied considerably, too, with small cars usually having higher proportions of deaths in single-vehicle crashes than large cars. Chevrolet's Corvette Coupe had the highest proportion of singlevehicle crash deaths (83 percent) among all 134 cars. Buick's Century two-door and Electra station wagon had the lowest (13 percent).

Another important influence on death rates, besides car size, is driver age. Cars with high percentages of fatal-crash-involved drivers who are under 30 years old tended to have higher death rates. The sex of the driver is important, too. Cars with high percentages

#### Lowest Death Rates

- Volvo 240 station wagon (0.5)
- Saab 900 4-door (0.6)
- Volkswagen Vanagon (0.6)
- Olds Cutlass Cruiser sw (0.7)
- Pontiac Safari/Parisienne sw (0.7)
- Volvo 740/760 4-door (0.7)
- Mercury Grand Marquis sw (0.8)
- Honda Accord 2-door (0.8)
- Volvo 240 4-door (0.8)
- Acura Legend 4-door (0.8)
- Audi 5000 4-door (0.9)
- Lincoln Town Car (0.9)
- Mercedes SDL/SEL series (0.9)
- Toyota Cressida 4-door (0.9)

#### **Highest Death Rates**

- Chevrolet Corvette Coupe (4.7)
- Chevrolet Sprint 4-door (4.5)
- Chevrolet Sprint 2-door (4.3)
- Chevrolet Camaro (4.3)
- Ford Mustang (4.3)
- Ford Mustang convertible (4.0)
- Nissan 300ZX (4.0)
- Yugo 2-door (3.6)
- Chevrolet Spectrum 2-door (3.5)
- Pontiac Fiero (3.5)
- Hyundai Excel/ Mitsubishi Precis 2-door (3.3)
- Pontiac Firebird (3.2)
- Ford Escort 2-door (3.1)

2.1 2.1 1.8 1.8 2.0 1.8 1.9 1.9 1.9 1988 1989

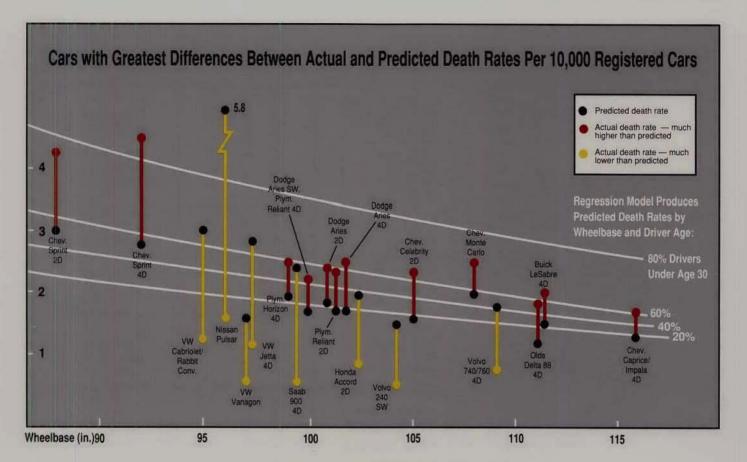
> of female drivers tended to have lower rates (see table, pages 6-7).

These three factors - car size, driver age and sex - explain some differences in death rates among cars. But they don't explain them all. Volkswagen's Cabriolet/Rabbit convertible, for example, had a relatively low death rate (1.3), even though it's small and had a relatively high percentage of drivers under 30 (71 percent).

Still another influencing factor involves the presence or absence of automatic restraints. Most of the 134 car series were not equipped with automatic restraints during 1984-88, but all 1990 and later models of the same cars (not passenger vans) do have such restraints. Death rates for the newer models equipped with air bags can be expected to be lower than the rates shown for corresponding 1984-88 models.

The cars included in the study range from one to five years old and, within that age range, the older cars had only slightly lower death rates than the newer cars.

To account for the effects of car size and driver age and sex, Institute researchers computed a predicted death rate for each car series. Then they compared predicted and actual rates (see Many Cars Perform Better (or Worse) Than Predicted, page 1).



#### **Better or Worse**

(Cont'd from p. 1) male drivers. What's especially interesting are the differences that the Institute's researchers found between individual car series' predicted and actual death rates. This comparison tells us how much better or worse each of the car series performed than we would have expected, given the car's size and the age and the sex of the drivers who were in its fatal crashes.

Among the 134 vehicle series for which Institute researchers computed actual and predicted occupant death rates, 81 series (1984-88 models) performed better than predicted during calendar years 1985-89. Forty-four car series performed worse than predicted, and 9 had actual occupant death rates that match their predicted rates.



Volvo's 240 station wagon (above) had the lowest occupant death rate among all 1984-88 model cars studied. Chevrolet's Corvette Coupe had the highest occupant death rate.



Some of the 134 car series performed much *better* than predicted after taking into account vehicle size and the age and sex of the drivers: Saab 900 fourdoor, Nissan Pulsar, Volvo 240 station wagon, Volkswagen Vanagon, Volvo 740/760 fourdoor, Volkswagen Cabriolet/Rabbit convertible, Honda Accord two-door, and Volkswagen Jetta four-door.

The following 13 cars performed much *worse* than predicted: Chevrolet Sprint four-door, Dodge Aries four-door, Oldsmobile Delta 88 four-door, Chevrolet Celebrity two-door, Chevrolet Sprint two-door, Plymouth Reliant two-door, Buick LeSabre four-door, Dodge Aries two-door, Plymouth Reliant four-door, Dodge Aries station wagon, Chevrolet Caprice/Impala fourdoor, Plymouth Horizon fourdoor, and Chevrolet Monte Carlo.

# Actual and Predicted Deaths per 10,000 Registered Passenger Ca

			Actual Rate	Predicted Rate	Actual Diff. fr	om Predicted Worse
STATION WAGONS & VANS	LARGE 84-88 Pon 84-88 Mer 84-88 Dod 84-88 Por 84-88 Piy 84-88 Che 84-88 Build 85-88 GM 86-88 Ford	smobile Custom Cruiser tiac Safari/Parisienne cury Grand Marquis ge Caravan d Crown Victoria nouth Voyager ivrolet Caprice & Electra C Safari Van d Aerostar ivrolet Astro Van	1.0 0.7 0.7 0.8 1.0 1.0 1.1 1.1 1.1 1.1 1.1 1.2	1.3 1.4 1.5 1.3 1.3 1.2 1.3 1.4 1.4 1.4 1.2 1.2 1.6	50% 53% 23% 23% 23% 23% 21% 21% 8% 8% 8% 25%	
& VANS	B6-88 Form   84-88 Built   84-88 Poin   84-88 Old   84-88 Old   84-88 Old   84-88 Plyn   84-88 Dod   84-88 Dod   84-88 Dod   84-88 Dod	vo 240 d Taurus kk Century tiac 6000 vvrolet Celebrity smobile Cutlass Ciera erican Eagle nouth Reliant vvrolet Cavalier Ige Aries	1.6 0.5 1.1 1.2 1.2 1.4 1.4 1.5 1.6 1.8 2.2	1.7 1.5 1.5 1.4 1.7 1.4 1.3 1.7 1.6	67% 27% 20% 14% 18%	15% 6% 38%
	SMALL 85-88 Sub 84-88 Toya 85-88 Sub	iswagen Vanagon aru DL/GL 4WD ota Tercel 4WD ota Van aru DL/GL 5 Escort	1.8 0.6 1.3 1.4 1.5 1.7 1.8	2.1 1.6 2.0 1.8 2.3 1.7 2.4	62% 35% 22% 35% 25%	
	LARGE * 87-88 Old 84-88 For 84-88 Che * 87-88 Old * 87-88 Pon	cury Grand Marquis ck Electra smobile Ninety-Eight d Crown Victoria evrolet Caprice/Impala smobile Deita 88 tilac Bonneville ck LeSabre	1.5 1.3 1.5 1.5 1.6 1.7 1.8 1.9 2.0	1.4 1.3 1.4 1.5 1.3 1.2 1.6 1.5		7% 7% 31% 50% 19% 33%
FOUR DOOR CARS	All 84-88 Volv * 85-88 Toy 87-86 Toy 84-88 Peu 84-88 Old 86-88 Hor 86-88 Hor 86-88 Hor 87-88 Niss 86-88 Mer 84-88 Chr 84-88 Chr 84-88 Chr 84-88 Chr 84-88 Chr 84-88 Chr 84-88 Buid * 88 For 84-88 Dod 84-88 Chr 84-88 Dod 84-88 Nor 84-88 Dod 84-88 Dod 84-88 Dod 87-88 Chr 84-88 Dod 84-88 Dod 87-88 Chr 84-88 Dod 87-88 Chr 84-88 Dod 87-88 Chr 84-88 Dod 87-88 Dod 87-88 Chr	ro 240 ota Cressida ota Camry geot 505 smobile Firenza ida Accord d Taurus ysler LeBaron GTS san Stanza cury Sable tiac 6000 ysler New Yorker (E Body) smobile Cutlass Ciera illiac Cimarron ck Century d Tempo ck Century d Tempo ck Skyhawk lge Lancer svrolet Celebrity mouth Caravelle ysler LeBaron ige 600 evrolet Corsica mouth Reliant tiac Sunbird san Maxima virolet Cavalier lge Aries	1.7 0.8 0.9 1.2 1.3 1.4 1.4 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5	1.7 1.7 1.9 1.5 1.9 1.8 2.0 1.7 1.9 2.1 1.6 1.6 1.6 1.6 1.5 2.0 1.6 1.5 2.0 1.6 1.7 1.9 2.1 1.7 1.9 2.1 1.7 1.9 2.1 1.7 1.9 2.1 1.7 1.9 2.1 1.7 1.9 2.1 1.7 1.6 1.7 1.9 2.1 1.7 1.9 2.1 1.7 1.6 1.7 1.6 1.7 1.7 1.9 2.1 1.7 1.6 1.7 1.6 1.7 1.7 1.6 1.7 1.7 1.7 1.7 1.7 1.6 1.7 1.7 1.7 1.6 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	53% 53% 20% 32% 22% 22% 30% 29% 6% 18% 6% 6% 6% 6% 6% 15% 10%	33% 13% 13% 27% 18% 18% 29% 21% 9% 26% 47%
	All 84-88 Saa 85-88 Volk 87-88 Niss 85-88 Volk 86-88 Maz 85-88 Volk 86-88 Maz 85-88 Dod 84-88 Dod 84-88 Dod 84-88 Dod 84-88 For 84-88 For 84-88 For 86-88 Hyu 85-88 Che	b 900 swagen Jetta san Sentra mouth Colt (swagen Golf da 323 aru DL/GL Sedan (ge Colt (ge Omni vrolet Nova d Escort nouth Horizon indai Excel/Mitsubishi Precis vrolet Spectrum vrolet Sprint	<b>2.1</b> 0.6 1.2 1.6 1.9 1.9 2.0 2.2 2.2 2.2 2.5 2.5 2.5 2.5 2.5 2.5 2.5	2.3 2.4 2.8 2.3 2.4 2.5 2.6 2.1 2.5 2.3 2.1 2.1 2.9 2.6 2.8	75% 57% 21% 24% 27% 5% 12% 4%	5% 19% 32% 8% 61%

NOTES

#### 1984-88 Models During 1985-89, by Car Size and Body Style

	Actual Rate	Predicted Rate	Actual Diff. fr Better	rom Predicted Worse		$\wedge$
All	1.0	1.5			LARGE	$\langle \wedge \rangle$
All	2.1	2.1				
# 87-88 Honda Accord	0.8	1.9	58%			
84-88 Oldsmobile Cutlass Ciera	1.4	1.5	7%			
84-88 Oldsmobile Cutlass RWD	1.6	1.8	11%			TWO
84-88 Buick Century	1.8	1.5		20%		1110
84-88 Mercury Cougar	2.1	2.1			((	
84-88 Ford Thunderbird	2.2	2.2				DOOR CARS
84-88 Buick Skyhawk	2.2	2.2				CADC /
84-88 Chevrolet Celebrity	2.3	1.6	10000	44%		CARS //
84-88 Pontiac Sunbird	2.3	2.5	8%	140000 U		
* 87-88 Pontiac Grand Am	2.3	2.5	8%		MIDSIZE	
84-88 Plymouth Reliant	2.3	1.7	2002	35%	MIDDIEL	
84-88 Dodge Aries	2.4	1.8		33%		$\backslash \lor /$
84-88 Chevrolet Monte Carlo	2.5	1.9		32%	the second s	
84-88 Oldsmobile Firenza	2.6	2.4		8%		Y
84-88 Chevrolet Cavalier	2.8	2.7		4%		
All	2.6	3.0				
84-88 Volkswagen Cabriolet/Rabbit Conv.	1.3	3.0	57%			
85-88 Volkswagen Golf	1.5	2.9	48%		the second s	
87-88 Nissan Pulsar	1.6	5.8	72%			
86-88 Toyota Celica	1.7	2.8	39%			
87-88 Nissan Sentra	1.7	2.9	41%			
84-88 Subaru Hatchback	1.8	2.7	33%		the second state of the second state	
84-88 Saab 900	1.9	2.6	27%		and the second se	
87-88 Toyota Tercel	2.2	2.9	24%			
85-88 Plymouth Colt	2.4	3.1	23%		SMALL	
85-88 Dodge Colt 84-88 Nissan 200SX	2.6	2.3		13%	SMALL	
84-88 Volkswagen Scirocco	2.7	3.5	23% 27%	19		
* 87-88 Ford Escort	3.1	4.1	3%			
86-88 Hyundai Excel/Mitsubishi Precis	3.3	2.8	376	18%		
85-88 Chevrolet Spectrum	3.5	3.2		9%		
86-88 Yugo	3.6	3.3		9%		
85-88 Chevrolet Sprint	4.3	3.0		43%		
						$\wedge$
All	1.0	1.3	100000			$\langle \Lambda \rangle$
84-88 Lincoln Town Car	0.9	1.1	18%			
**84-88 Mercedes SDL/SEL Series	0.9	1.8	50%	1	11000	
85-88 Cadillac Fl'wood/Deville 2D	1.0	1.3	23%		LARGE	
**86-88 Mercedes 260E/300D/E	1.1	1.8	39%			
85-88 Cadillac Fl'wood/Deville 4D	1.2	1,3	8%			IIXIIRV \
84-88 Cadillac Brougham 4D	1.3	1.2		8%		UNDITI )
All 84-88 Volvo 740/760 4D	1.3 0.7	1.9 1.8	610/			
86-88 Acura Legend 4D	0.8	1.0	61% 53%			UNITO /
84-88 Audi 5000 4D	0.8	1.7	53%			11
84-88 BMW 500 Series	1.0	1.8	50% 47%	1	MIDOIZE	
84-88 Lincoln Mark VII	1.4	1.8	22%		MIDSIZE	
85-88 BMW 300 Series 4D	2.0	1.8	6670	11%		
84-88 BMW 300 Series 2D	2.1	2.9	28%	1170		
All	4.0	3.5		0		
84-88 Pontiac Firebird	3.2	3.2		1		
84-88 Ford Mustang Conv.	4.0	3.8		5%	MIDSIZE	
84-88 Ford Mustang	4.3	3.8		13%	and the second se	11
84-88 Chevrolet Camaro	4.3	3.5		23%		SPORTS CARS
All	3.4	3.7				Srunis \
84-88 Porsche 944 Coupe	2.2	2.9	24%		00	0100
84-88 Nissan 300ZX 2+2	2.7	2.7				CARS
86-88 Mazda RX-7 Coupe	2.9	3.0	3%		Contract 1	
85-88 Toyota MR2	3.0	4.1	27%		SMALL	
84-88 Pontiac Fiero	3.5	3.8	8%			
84-88 Nissan 300ZX	4.0	3.8		5%		
84-88 Chevrolet Corvette Coupe	4.7	3.7		27%		
Average for All Cars	2.0	1				

Unless otherwise noted, results shown in the table are for cars that were equipped with manual lap/shoulder safety belts. Results for cars equipped with air bags are identified with two asterisks (\*). Results for cars equipped with automatic safety belts are identified with a single asterisk (\*). Earlier models of these cars equipped with manual belts are excluded. For example, Ford's Escort was equipped with automatic safety belts beginning early in the 1987 model year. Therefore, results are shown *only* for the 1987-88 model Escorts that had automatic belts.

Most car series shown in the table had neither air bags nor automatic safety belts. They were equipped with manual lap/shoulder belts. Beginning with 1990 models, however, *all* cars (but not most vans) *do* have automatic restraints as standard equipment. Death rates for the newer models with air bags can be expected to be lower than the results shown in this table.

# Additional Information About Cars Listed on Pages 4 and 5

		Wheelbase	Registration Counts	Percent Young	Percent Male	Percent Single-Vehicle
STATION WAGONS	All 84-88 Oldsmobile Custom Cruiser 84-88 Pontiac Satari/Parisienne 84-88 Mercury Grand Marquis 84-88 Dodge Caravan 84-88 Pilymouth Voyager 84-88 Pilymouth Voyager 84-88 Dick Electra 85-88 GMC Safari Van 86-88 Ford Aerostar 85-88 Chevrolet Astro Van	114 116 116 114 112 114 112 116 116 116 111 119 111	6468281 339058 204619 180205 1392416 346344 1329106 732464 151789 152030 731838 651367	16 13 21 7 13 6 13 21 25 18 17 23	65 74 79 71 61 52 62 70 69 29 68 73	32 35 36 43 22 16 35 41 13 18 45 39
& VANS MIDSIZE	All 84-88 Volvo 240 86-88 Ford Taurus 84-88 Buick Century 84-88 Pontiac 6000 84-88 Chevrolet Celebrity 84-88 Oldsmobile Cutlass Ciera 84-88 American Eagle 84-88 Plymouth Rellant 84-88 Chevrolet Cavalier 84-88 Dodge Aries	103 104 106 105 105 105 105 109 100 101 101	6813204 364887 417575 322840 236446 1117741 505232 169885 456660 1006980 395738	<b>19</b> 19 27 18 10 20 9 12 19 18 13	61 41 56 48 66 51 48 54 57 56	31 29 36 21 24 33 17 32 26 23 19
SMALL	All 84-88 Volkswagen Vanagon 85-88 Subaru DL/GL 4WD 84-88 Toyota Tercei 4WD 84-88 Toyota Van 85-88 Subaru DL/GL 87-88 Ford Escort	94 97 97 96 88 97 94	4645306 164476 493683 262586 398611 312004 150090	31 0 32 26 30 14 35	<b>57</b> 50 53 37 49 51 69	<b>30</b> 20 37 24 39 22 24
LARGE	All 84-88 Mercury Grand Marquis 85-88 Duick Electra 85-88 Oldsmobile Ninety-Eight 84-88 Ford Crown Victoria 84-88 Chevrolet Caprice/Impala 87-88 Oldsmobile Delta 88 87-88 Pontiac Bonneville 87-88 Buick LeSabre	<b>113</b> 114 111 111 114 116 111 111 111	15049038 1608967 1042965 1121383 1605127 2437385 309888 235169 238853	<b>13</b> 3 12 21 17 11 4 32 7	67 72 63 62 74 70 51 66 74	29 28 24 30 33 29 25 25 25 30
FOUR DOOR CARS	All 84-88 Volvo 240 85-88 Toyota Cressida 87-88 Toyota Camry 84-88 Peugeot 505 84-88 Oldsmobile Firenza 86-88 Honda Accord 86-88 Ford Taurus 85-88 Chrysler LeBaron GTS 87-88 Nissan Stanza 86-88 Mercury Sable 84-88 Pontiac 6000 84-88 Pontiac 6000	103 104 105 102 108 101 102 106 103 100 106 105	39888368 589175 349017 485712 174617 365936 1503618 1261176 533109 224039 432474 1813225	25 23 25 14 45 35 41 25 33 47 15 28	<b>59</b> 65 75 51 68 51 62 69 64 56 69 60	29 31 32 37 41 27 37 34 39 53 35 30
MIDSIZE	84-88 Chrysler New Yorker (E Body 84-88 Oldsmobile Cutlass Ciera 84-88 Cadillac Cimarron 84-88 Buick Century 88 Ford Tempo 84-88 Buick Skyhawk 85-88 Dodge Lancer 84-88 Chevrolet Celebrity 85-88 Plymouth Caravelle 84-88 Chrysler LeBaron 84-88 Dodge 600 87-88 Chevrolet Corsica 84-88 Plymouth Reliant 84-88 Pontiac Sunbird 87-88 Nissan Maxima 84-88 Chevrolet Cavalier 84-88 Chevrolet Cavalier 84-88 Chevrolet Cavalier 84-88 Chevrolet Cavalier 84-88 Chevrolet Cavalier	) 103 105 101 105 100 101 103 105 103 100 103 100 101 100 101 100	816382 3195918 280930 2615794 201512 386778 383163 3395562 349074 648612 489358 284029 1139463 670327 242187 2374298 971051	8 22 19 16 24 41 19 16 14 13 46 13 48 43 48 40 15	63 56 56 70 462 60 50 66 65 60 51 63 51 63 57	27 26 306 20 16 25 37 24 25 27 27 26 26 26 26 22 43 29 27
SMALL	Ali 84-88 Saab 900 85-88 Volkswagen Jetta 87-88 Nissan Sentra 85-88 Plymouth Colt 85-88 Volkswagen Golf 86-88 Mazda 323 85-88 Subaru DL/GL Sedan 85-88 Dodge Colt 84-88 Dodge Omni 85-88 Chevrolet Nova 87-88 Ford Escort 84-88 Plymouth Horizon 86-88 Hyundai Excel/Mitsubishi Preci 85-88 Chevrolet Spectrum 86-88 Chevrolet Spectrum 86-88 Chevrolet Sprint	96 99 97 96 94 97 95 97 97 94 99 94 99	<b>37103</b> <b>18732112</b> 232016 634174 293840 182849 243272 280081 378677 197713 971081 997443 249123 1133782 689276 438701 152211	13 44 46 60 45 47 33 53 53 53 37 49 49 38 39 38 39 36 58 60 60	57 69 66 80 64 59 60 60 51 48 54 65 54 52	<b>35</b> 58 54 43 50 22 48 36 28 41 36 33 26 42 34 28

NOTES

		Wheelbase	Registration Counts	Percent Young	Percent Male	Percent Single-Vehicle
8		115	1582755	17	78	31 4
at .		103	21878352	49	63	44
7-88	Honda Accord	102	163633	23	69	23
4-88	Oldsmobile Cutlass Ciera	105	508115	16	51	26
4-88	Oldsmobile Cutlass RWD	108	2418705	42	65	39
4-88	Buick Century	105	167979	20	53	13
34-88	Mercury Cougar	104	1707324	44	68	46
84-88	Ford Thunderbird	104	2143819	47	71	47
84-88	Bulck Skyhawk	101	780112	56	54	36
84-88	Chevrolet Celebrity	105	375852	31	49	33
84-88	Pontiac Sunbird	101	787313	63	58	49
87-88	Pontiac Grand Am	103	283437	62	65	52
34-88	Plymouth Reliant	100	261194	23	54	33
34-88	Dodge Aries	100	217605	29	51	33
34-88	Chevrolet Monte Carlo	108	1551685	47	68	53
14-88	Oldsmobile Firenza	101	154587	58	63	38
4-88	Chevrolet Cavalier	101	1982913	70	54	41
AIL		95	21072432	65	61	46
34-88	VW Cabriolet/Rabbit Conv.	95	185605	71	50	50
5-88	Volkswagen Golf	97	179720	58	73	69
7-88	Nissan Pulsar	96	163089	92	50	58
86-88	Toyota Celica	98	538424	67	58	47
37-88	Nissan Sentra	96	589648	67	54	42
4-88	Subaru Hatchback	94	164753	62	48	34
14-88	Saab 900	99	285808	49	77	57
37-88	Toyota Tercel	94	240779	65	57	54
5-88	Plymouth Colt	94	188884	67	60	40
35-88	Dodge Colt	94	207420	48	50	38 📢
84-88	Nissan 200SX	96	743858	75	66	52
84-88	Volkswagen Scirocco	95	182229	79	70	60
87-88	Ford Escort	94	511352	70	59	49
86-88	Hyundai Excel/Mitsubishi Precis	94	312389	62	55	64
85-88	Chevrolet Spectrum	95	245432	71	58	43
86-88	Yugo	85	212148	62	53	44
35-88	Chevrolet Sprint	88	306360	54	61	29
All		115	7449270	9	65	39
84-88	Lincoln Town Car	117	1546927	6	60	32
84-88	Mercedes SDL/SEL Series	121	197057	11	94	50
85-88	Cadillac Fl'wood/Deville 2D	111	353482	8	58	28
86-88	Mercedes 260E/300D/E	110	156594	18	82	71
85-88	Cadillac Fl'wood/Deville 4D	111	1300122	6	57	34
14-88	Cadillac Brougham 4D	122	677521	5	75	24
All		105	4251137	34	71	53
34-88	Volvo 740/760 4D	109	434236	10	83	50
86-88	Acura Legend 4D	109	170103	36	64	57
4-88	Audi 5000 4D	106	603319	34	70	53
4-88	BMW 500 Series	103	257768	31	69	38
4-88	Lincoln Mark VII	109	332554	22	82	53
15-88	BMW 300 Series 4D	101	187461	25	58	61
4-88	BMW 300 Series 2D	101	609695	59	80	63
	01111 000 001100 20	101	000000	55	00	
11	The second s	101	6610120	75	76	62
4-88	Pontiac Firebird	101	1335092	70	75	59
14-88	Ford Mustang Conv.	101	266223	81	70	66
4-88	Ford Mustang	101	1867144	79	75	58
14-88	Chevrolet Camaro	101	2553090	75	76	64
UI.		92	5111199	67	75	60
34-88	Porsche 944 Coupe	95	197853	36	86	40
4-88	Nissan 300ZX 2+2	99	240384	50	79	65
88-31	Mazda RX-7 Coupe	96	268642	53	81	65
5-88	Toyota MR2	91	226872	72	76	56
84-88	Pontiac Fiero	93	1145198	73	70	52
34-88	Nissan 300ZX	91	633512	64	80	69
34-88	Chevrolet Corvette Coupe	96	470313	56	90	83

Wheelbase - length of vehicle in inches

Registration Counts - sum of vehicles registered during calendar years 1985-89

Percent Young - percent of deaths in cars with drivers under age 30

Percent Male - percent of deaths in cars with male drivers

Percent Single-Vehicle - percent of deaths in single-vehicle crashes

# **Special Issue**

This special issue of Status Report focuses on death rates by car make and series. Other special issues have focused on the following subjects:

Low-Speed Crash Tests	26:2, 1991
Fuel Economy, Safety	25:8, 1990
Antilock Brakes for Trucks	25:5, 1990
Speeds on Rural Interstates	25:2, 1990
Death Rates by Car Series	24:11, 1989
Designing Safer Vehicles	24:8, 1989
Truck Crash Congestion	23:12, 1988
Making Traffic Laws Work	23:6, 1988
Seat Belt and Helmet Laws	22:13, 1987
NHTSA Safety Rules	22:9, 1987
Vehicle Size and Death Rate	s 22:2, 1987
U.S. Safety Acts	21:11, 1986
Seat Belt Use Laws	20:12, 1985
School Bus Safety	20:5, 1985
Seat Belt Use Laws	19:14, 1984
Teenagers' Driving	19:10, 1984

STOP

# STATUS INTERNET REPORT

1005 North Glebe Road Arlington, VA 22201 (703) 247-1500

Editor: James H. Mooney Associate Editor: Rea Kerr Howarth Editorial Assistant: Carlene Hughes Production: Sheila Jackson, Diahann Hill

The Insurance Institute for Highway Safety is an independent, nonprofit, scientific and educational organization. It is dedicated to reducing the losses - deaths, injuries, and property damage - resulting from crashes on the nation's highways. The Institute is supported by the American Insurance Highway Safety Association, the American Insurers Highway Safety Alliance, the National Association of Independent Insurers Safety Association, and several individual insurance companies.

Contents may be republished whole, or in part, with attribution.

ISSN 0018-988X