

The Blue Ribbon Panel for the Evaluation of Depowered and Advanced Airbags

First Public Meeting

April 4, 2003 ▲ Washington D.C.

Susan Ferguson, Ph.D

INSURANCE INSTITUTE
FOR HIGHWAY SAFETY

Background

- Letter to DOT Secretary Slater 2-16-00
 - From NTSB, AAA, ATS, IIHS, NSC, GHSA
 - Recommended 35 belted/25 unbelted testing for FMVSS 208
 - A return to 30 mph barrier test with unbelted dummies only if justified by real-world evidence
 - NHTSA to expedite data collection
 - Auto manufacturers to commit funding to expedite examination of frontal crashes
 - Evaluation of data by panel of experts

Blue Ribbon panel established

February 2001

- Dr. Susan Ferguson (IIHS), Chairperson
- Members from NTSB, insurance industry, academia, CIREN, and research community
- NHTSA and auto industry observers

Blue Ribbon Panel Members

- Dr. Jeffrey Augenstein – William Lehman Injury Research Center
- Mr. Donald Bischoff – Consultant
- Dr. Kennerly Digges – National Crash Analysis Center
- Dr. Bella Dinh-Zarr – AAA
- Mr. Timothy Hoyt – Nationwide
- Mr. Vernon Roberts – National Transportation Safety Board
- Dr. Maria Segui-Gomez – University of Navarra, Spain
- Dr. Lawrence Schneider – University of Michigan Transportation Research Institute

Blue Ribbon Panel Observers

- Mr. Chip Chidester – NHTSA
- Dr. Joseph Carra – NHTSA
- Mr. Tom Carr – Alliance of Automobile Manufacturers
- Mr. Robert Strassburger – Alliance of Automobile Manufacturers

Background

- Alliance committed to 3-year program
 - Program to be managed by independent third party
 - Oversight provided by Blue Ribbon Panel
 - Transparent process
 - Data collected is available to all

What questions are we trying to answer?

- Are redesigned, that is depowered and advanced airbags, as effective in reducing passenger vehicle injuries and deaths as pre-1998 airbags?
- Has depowering reduced protection in higher severity crashes, especially for unbelted occupants?
- Are airbag-related injuries to children and vulnerable drivers lower in 1998 and newer vehicles?

Options for data collection

- Investigate more cases of interest using existing NASS/CDS
- Expand NASS/CDS to investigate more frontal crashes
- Utilize existing SCI teams
- Utilize existing CIREN centers
- Utilize existing Canadian MOT teams
- Expand Alliance contracts with UMTRI and Lehman Injury Research Center
- Utilize FARS supplemented with EDR data

Blue Ribbon Panel recommendation

- Utilize the NASS/CDS infrastructure to collect additional cases, by adding new data collection teams

Goals of data collection effort

- Statistical analysis of performance of 1998 and newer model vehicles versus earlier models in frontal crashes
- Analysis of individual cases will allow early identification of performance characteristics of airbags; successes and problems

Study period

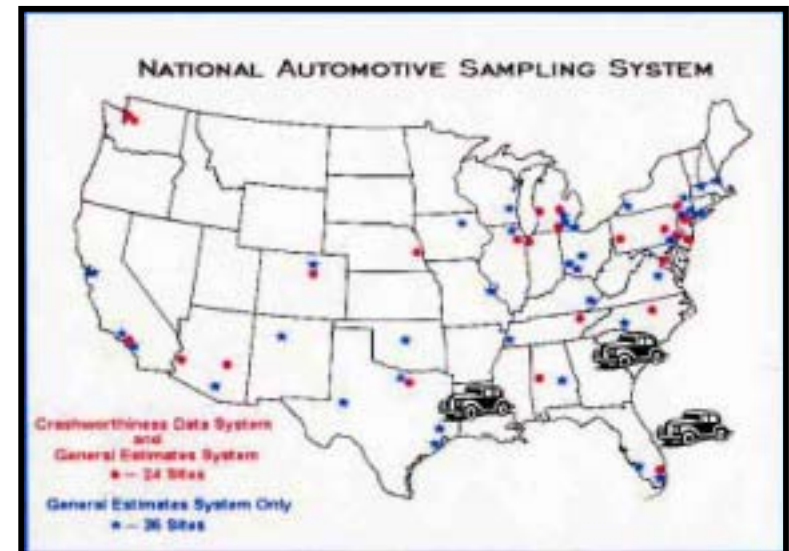
- 3 years of data collection, 6 month ramp up and wind down
- Training of NASS investigators and pilot investigations began October 2001
- Full case collection began April 2002

Sampling framework for NASS/CDS cases

- Occupants of interest
 - All front seat occupants belted and unbelted
- Vehicles of interest
 - All passenger vehicles-current model year and prior 4
- Frontal crashes only, no significant rollover
 - All severity levels stratified to over-sample more severe

Study details

- Data to be collected at 3 newly created NASS/CDS sites
 - Miami Dade County, FL
 - Chilton, Coosa, St. Clair, Shelby, and Talledega counties, AL
 - Dallas County, TX



Blue Ribbon Panel website

www.highwaysafety.org/presentations/brp