

SUVs' Menacing Designs Assure High Death Rates In Other Vehicles on the Road

- SUVs are nearly three times as likely as cars are to cause a driver fatality in the other car in a two-vehicle collision.¹
- In a front to side collision, the driver of the hit car is 6.6 times more likely to die than the driver in the striking car. When an SUV hits a car, the driver in the struck car is 30 times more likely to die than the driver of the SUV.²
- Due to vehicle incompatibility in crashes, the design of light trucks (pickup trucks, SUVs and minivans) has caused approximately 2,000 unnecessary deaths a year.³
- For every life of a Ford Explorer driver saved in a two-vehicle accident because that driver chose and Explorer over a large car, five drivers are killed in vehicles hit by Explorers.⁴
- The problem of SUV incompatibility is about design, not merely weight. For every million registered cars weighing between 3,500 and 3,900 pounds, 45 deaths occur in vehicles struck by these cars. For every million registered utility vehicle in the same weight class, 76 deaths occur in vehicles struck by the SUV.⁵

Driver Fatality Ratios in Two-Vehicle Crashes⁶

Vehicles Involved in Crash	Type of Crash	Ratio of other vehicle driver fatalities to passenger car fatalities
Passenger Car: Passenger Car	Frontal	1:1
Full Size Van: Passenger Car	Frontal	1:6
Full Size Pickup: Passenger Car	Frontal	1:6.2
SUV: Passenger Car	Frontal	1:4.3
Minivan: Passenger Car	Frontal	1:2.6
Compact Pickup: Passenger Car	Frontal	1:2.6
Passenger Car striking Passenger Car	Side impact	1:7.8
SUV striking Passenger Car	Side impact	1:16.3
Full Size Pickup striking Passenger Car	Side impact	1:26.1

¹ See Bradsher, Keith *High and Mighty* 2002 p. 188. Statistic based on Hollowell, William T., and Hampton C. Gabler, "The Aggressivity of Light Trucks and Vans in Traffic Crashes," National Highway Traffic Safety Administration 1998

² *Id.*

³ See Bradsher, Keith *High and Mighty* 2002 p. 188. Statistic based on research conducted by National Highway Traffic Safety Administration's Hans Joksche

⁴ See Bradsher, Keith *High and Mighty* 2002 p. 198.

⁵ See Insurance Institute for Highway Safety *Status Report*, Vol. 43, No.9, Oct 30, 1999 p. 3.

⁶ Jeffrey W. Runge, M.D., NHTSA Administrator, "Meeting the Safety Challenge" at the Automotive News World Congress, Dearborn, Michigan, Jan. 14, 2003.