

**SPECIAL CRASH INVESTIGATIONS  
ADVANCED OCCUPANT PROTECTION CASES**

**July 1, 2008**

**1. CASES**

1. Total Number of Cases:	132
2. Number of cases under active investigation:	1
3. Number of cases under review:	0
4. Number of cases available to public:	131

**2. VEHICLES BY MANUFACTURER**

1 AUDI	2
2 BMW	5
3 CHRYSLER	4
4 FORD	64
5 GM	19
6 HONDA	8
7 HYUNDAI	1
8 JAGUAR	1
9 MERCEDES-BENZ	1
10 NISSAN	2
11 SUBARU	1
12 TOYOTA	19
13 VOLKSWAGEN	3
14 VOLVO	2
TOTAL	132

**3. IMPACT PLANE**

1 FRONT	116
2 LEFT	5
3 PLEASE SELECT IMPACT	1
4 RIGHT	6
5 TOP	3
6 UNDERCARRIAGE	1
TOTAL	132

#### **4. CASE SELECTION CRITERIA**

February 2001 to Present

The crash configuration must be an impact where an advanced component is designed to protect the occupant(s). Not including back plane impacts.

The vehicle must be towed due to crash induced damage.

#### **5. NHTSA CASE SUMMARY**

The Advanced Occupant Protection Systems Study case summary can be viewed on the NHTSA internet web site.

#### **6. COORDINATION OF INFORMATION WITH INDUSTRY**

The Agency is sharing the field data with those automobile manufacturers that are currently sharing their technologies surrounding the Advanced Occupant Protection Systems available in their production vehicles.

Particularly noteworthy is the technical analysis of data recording device outputs. This data has provided invaluable information relating to the occupant status, severity assessment and deployment controls in researching crashes with advanced systems.