Traffic Safety Facts
Research Note

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Child Restraint Use in 2005 — Overall Results

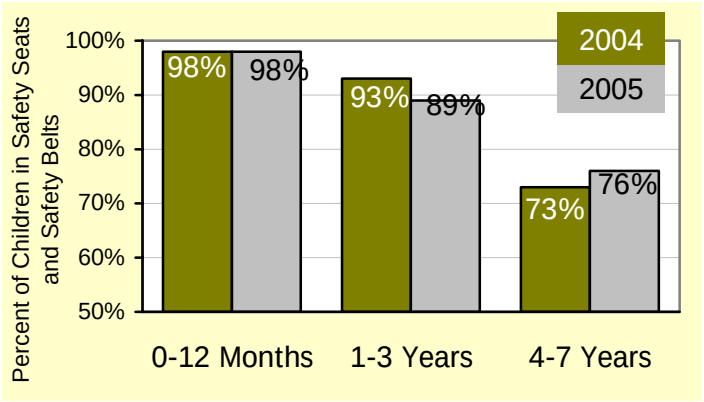
Donna Glassbrenner, Ph.D.

The vast majority of young children riding in motor vehicles in the United States continue to be restrained by some type of child safety seat or safety belt, with 98 percent of infants and 89 percent of children ages 1- to 3 years old so restrained in 2005. This result is from the National Occupant Protection Use Survey (NOPUS), which provides the only probability-based observed data on child restraint use in the United States. The NOPUS is conducted annually by the National Center for Statistics and Analysis of the National Highway Traffic Safety Administration (NHTSA).

The 2005 survey also found the following:

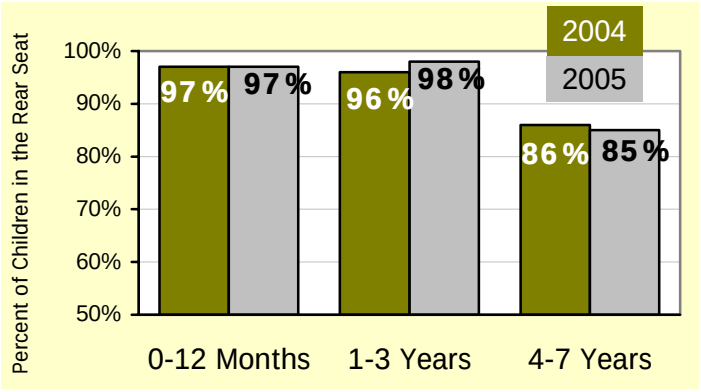
- Children between the ages of 4 and 7 continue to be restrained at somewhat lower rates than younger children, with 76 percent of these children restrained by a safety seat or safety belt in 2005.
- Most children continue to ride in the rear seat of vehicles. In 2005, 97 percent of infants, 98 percent of children ages 1 to 3, and 85 percent of children ages 4 to 7 rode in the rear seat.

Child Restraint Use



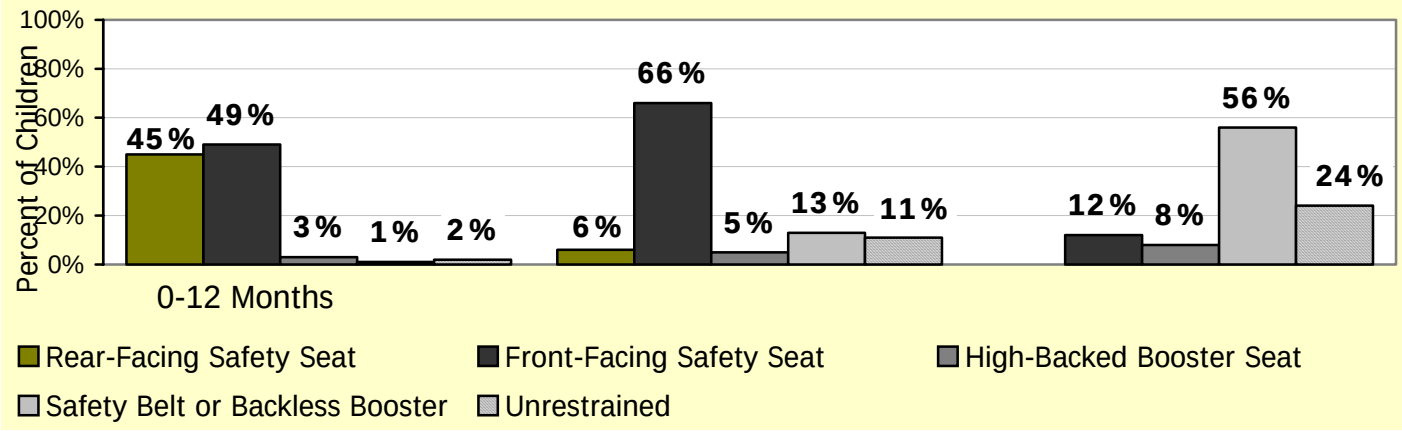
Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2004-2005

Percentage of Children in the Rear Seat



Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2004-2005

Child Restraint Use, by Age and Restraint Type



Source: National Occupant Protection Use Survey, NHTSA's National Center for Statistics and Analysis, 2005

Child Restraint Use, by Major Characteristics

Child Motorist Group[1]	2004		2005		2004–2005 Change		
	Restraint Use[2]	Significantly High or Low Rates[3]	Restraint Use[2]	Significantly High or Low Rates[3]	Change in Percentage Points	Confidence in a Change in Use[4]	Conversion Rate[5]
All Child Motorists (Ages 0-7)	82%		82%		0	3%	1%
Age 0 (Infants)	98%	H	98%	H	0	32%	-36%
Ages 1-3	93%	H	89%	H	-4	83%	-54%
Ages 4-7	73%	L	76%	L	3	49%	10%
Children Driven by							
a Belted Driver	86%	H	85%	H	-1	20%	-5%
an Unbelted Driver	50%	L	60%	L	10	68%	20%
a Male Driver	82%		79%		-3	49%	-13%
a Female Driver	82%		84%		2	45%	12%
a Driver Aged 16-24	88%	H	75%		-13	**94%**	-106%
a Driver Aged 25-69	81%	H	83%		2	46%	10%
a Driver Aged 70+	NA		92%	H	NA		
a White Driver	84%		87%	H	3	69%	15%
a Black Driver	82%		61%	L	-21	**99%**	-115%
a Driver of Another Race	72%		80%		8	77%	31%
Children in							
the Front Seat	72%	L	88%		16	**98%**	56%
the Rear Seat	83%	H	82%		-1	42%	-10%
Child Motorists on							
Expressways	84%		85%		1	43%	10%
Surface Streets	81%		81%		0	7%	-2%
Child Motorists Traveling in							
Fast Traffic	84%	H	84%		0	12%	4%
Medium-Speed Traffic	83%	H	82%		-1	13%	-6%
Slow Traffic	79%		80%		1	23%	6%
Child Motorists Traveling in							
Heavy Traffic	NA		NA		NA		
Moderately Dense Traffic	82%	H	82%		0	6%	2%
Light Traffic	82%		82%		0	4%	-1%
Child Motorists Traveling Through							
Light Precipitation	81%		83%		2	15%	11%
Fog	NA		87%		NA		
Clear Weather Conditions	82%		82%		0	4%	-1%
Child Motorists in							
Passenger Cars	78%		76%	L	-2	54%	-14%
Vans & SUVs	88%	H	92%	H	4	70%	29%
Pickup Trucks	71%		79%		8	55%	26%
Child Motorists in the							
Northeast	69%		76%		7	**91%**	23%
Midwest	79%		77%		-2	24%	-10%
South	87%	H	79%		-8	**92%**	-58%
West	84%		91%	H	7	89%	45%
Child Motorists in							
Urban Areas	78%		80%		2	22%	7%
Suburban Areas	84%		83%		-1	34%	-10%
Rural Areas	80%		83%		3	42%	16%
Child Motorists Traveling During							
Weekdays	83%		82%		-1	19%	-5%
Rush Hours	80%		86%	H	6	77%	31%
Nonrush Hours	85%		78%	L	-7	**90%**	-48%
Weekends	79%		83%		4	52%	17%

[1] Motorists under 8 years old observed between 8 a.m. and 6 p.m. in the right-front seat or the second row of seats in passenger vehicles with no commercial or government markings that are stopped at a stop sign or stop light. Age, gender, and racial classifications are based on the subjective assessments of roadside observers.

[2] Use of child safety seats (front- or rear-facing), booster seats, and safety belts.

[3] Rates flagged with an "H" or "L" are statistically high or low in their category at a 90% confidence level.

[4] The degree of statistical confidence that the 2005 use rate is different from the 2004 rate.

[5] The "conversion rate" is the percentage reduction in restraint nonuse. This is based on unrounded use rates.

NA: Data not sufficient to produce a reliable estimate.

Source: National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center for Statistics and Analysis

The Percent of Children Who Ride in the Rear Seat, by Major Characteristics

Child Motorist Group[1]	2004		2005		2004–2005 Change		
	Percentage Who Were in the Rear Seat[2]	Significantly High or Low Rates[3]	Percentage Who Were in the Rear Seat[2]	Significantly High or Low Rates[3]	Change in Percentage Points	Confidence in a Change in Rear Seat Occupancy[4]	Percentage Reduction in Front Seat Occupancy[5]
All Child Motorists (Ages 0-7)	90%		91%		1	15%	3%
Age 0 (Infants)	97%	H	97%	H	0	6%	-7%
Ages 1-3	96%	H	98%	H	2	73%	49%
Ages 4-7	86%	L	85%	L	-1	20%	-5%
Child Motorists in States With[6]							
Law Requiring Children Ages 0-5 Be in the Rear Seat	90%		92%		2	32%	15%
No Such Law	90%		90%		0	9%	-2%
Children Driven by							
a Belted Driver	91%		90%		-1	26%	-6%
an Unbelted Driver	85%		92%		7	83%	47%
a Male Driver	90%		92%		2	61%	19%
a Female Driver	91%		90%		-1	37%	-10%
a Driver Age 16-24	90%		93%		3	52%	31%
a Driver Age 25-69	90%		90%		0	8%	-2%
a Driver Age 70+	NA		82%		NA		
a White Driver	91%		90%		-1	16%	-5%
a Black Driver	92%		92%		0	14%	10%
a Driver of Another Race	86%		90%		4	82%	31%
Child Motorists on							
Expressways	94%	H	92%		-2	39%	-16%
Surface Streets	88%	L	90%		2	39%	12%
Child Motorists Traveling in							
Fast Traffic	93%		91%		-2	66%	-31%
Medium-Speed Traffic	92%		93%	H	1	28%	12%
Slow Traffic	86%	L	88%		2	46%	15%
Child Motorists Traveling in							
Heavy Traffic	NA		NA		NA		
Moderately Dense Traffic	96%	H	95%	H	-1	43%	-40%
Light Traffic	89%	L	90%	L	1	26%	6%
Child Motorists Traveling Through							
Light Precipitation	92%		93%		1	6%	6%
Fog	NA		95%		NA		
Clear Weather Conditions	90%		90%		0	9%	2%
Child Motorists in							
Passenger Cars	93%	H	91%		-2	73%	-31%
Vans & SUVs	92%		94%	H	2	60%	22%
Pickup Trucks	50%	L	70%	L	20	**91%**	39%
Child Motorists in the							
Northeast	92%		95%		3	78%	37%
Midwest	93%		90%		-3	72%	-55%
South	87%		91%		4	74%	27%
West	90%		89%		-1	15%	-8%
Child Motorists in							
Urban Areas	95%	H	88%		-7	**96%**	-153%
Suburban Areas	91%		91%		0	19%	5%
Rural Areas	84%		91%		7	83%	46%
Child Motorists Traveling During							
Weekdays	90%		90%		0	8%	2%
Rush Hours	88%		88%		0	8%	3%
Nonrush Hours	92%		92%		0	7%	3%
Weekends	90%		91%		1	25%	7%
Child Motorists in a							
Rear-Facing Car Seat	98%	H	98%	H	0	29%	-22%
Front-Facing Car Seat	84%	L	79%	L	-5	75%	-33%
High-Backed Booster Seat	99%	H	99%	H	0	24%	-39%
Safety Belt or Backless Booster Seat	94%		99%	H	5	61%	77%
No Restraint Observed	85%		93%		8	**97%**	57%

[1] Motorists under 8 years old observed between 8 a.m. and 6 p.m. in the right-front seat or the second row of seats in passenger vehicles with no commercial or government markings that are stopped at a stop sign or stoplight. Age, gender, and racial classifications are based on the subjective assessments of roadside observers.

[2] The percentage of the child motorist group who were in the second row of seats at the time of observation.

[3] Rates flagged with an "H" or "L" are statistically high or low in their category at a 90% confidence level.

[4] The degree of statistical confidence that the percentage of the child motorist group who were in the rear seat in 2005 is different from the analogous percentage from 2004.

[5] The percentage reduction that occurred during the period 2004-2005 in the percentage of the child motorist group who were in the front seat.

[6] Use rates reflect the law in effect at the time data was collected.

NA: Data not sufficient to produce a reliable estimate.

Source: National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center for Statistics and Analysis

The Types of Restraints Used by Children

Restraint Type[1]	The Percentage of Children Observed Using the Restraint Type[1]		2004–2005 Change		What We Should See[4]
	2004[7]	2005[7]	Change in Percentage Points[2]	Confidence in a Change in Percentage[3]	
Infants (Ages 0-12 Months)					
Rear-Facing Car Seat	45%	45%	0	4%	100%
Front-Facing Car Seat	48%	49%	1	3%	0%
High-Backed Booster Seat	0%	3%	3	72%	0%
Safety Belt or Backless Booster Seat	4%	1%	-3	**92%**	0%
No Restraint Observed	2%	2%	0	26%	0%
Children Ages 1-3 Years					
Rear-Facing Car Seat	6%	6%	0	5%	1.5%
Front-Facing Car Seat	62%	66%	4	32%	98 - 98.5%
High-Backed Booster Seat	2%	5%	3	89%	See footnote 5.
Safety Belt or Backless Booster Seat	22%	13%	-9	86%	See footnote 5.
No Restraint Observed	7%	11%	4	83%	0%
Children Ages 4-7 Years					
Rear-Facing Car Seat	0%	0%	0	0%	0%
Front-Facing Car Seat	13%	12%	-1	20%	48 - 97%
High-Backed Booster Seat	2%	8%	6	**100%**	See footnote 6.
Safety Belt or Backless Booster Seat	58%	56%	-2	22%	See footnote 6.
No Restraint Observed	27%	24%	-3	41%	0%

[1] Among motorists who appear to be under 8 years old, observed between 8 a.m. and 6 p.m. in the right-front seat or the second row of seats in passenger vehicles with no commercial or government markings that are stopped at a stop sign or stoplight.

[2] The percentage point difference between the percentage of children who were in the restraint type in 2005 and the analogous percentage from 2004.

[3] The degree of statistical confidence that the percentage of children who were in the restraint type in 2005 is different from the analogous percentage from 2004.

[4] The distribution of restraint types that we would see if all children were restrained in the type of restraint recommended by NHTSA.

[5] Between 0 and 0.5 percent of children ages 1-3 years old should be in booster seats, and virtually none should be in safety belts.

[6] Between 3 and 51 percent of children ages 4-7 years old should be in booster seats, and virtually none should be in safety belts.

[7] Cells might not sum to 100% due to rounding.

NA: Data insufficient to form a reliable estimate.

Source: Data on percentages of children observed in the restraint types are from the National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center for Statistics and Analysis. The final column of data labeled "What We Should See" was calculated from the *CDC Growth Charts: United States*, Center for Disease Control and Prevention, National Center for Health Statistics, May 2000. The details of this calculation can be found in the upcoming NHTSA report, "Child Restraint Use in 2004 – Analysis."

Child Restraint Use, by Age and Other Characteristics

Child Motorist Group[1]	2004 Restraint Use[2]	2004 Significantly High or Low Rates[3]	2005 Restraint Use[2]	2005 Significantly High or Low Rates[3]	2004–2005 Change in Percentage Points	2004–2005 Change Confidence in a Change in Use[4]	2004–2005 Change Conversion Rate[5]
Infants (Ages 0-12 Months)							
All Infants	98%	H	98%	H	0	32%	-36%
Infants Driven by							
a Belted Driver	99%		98%		-1	85%	-261%
an Unbelted Driver	NA		NA		NA		
a Male Driver	99%		97%		-2	71%	-191%
a Female Driver	98%		99%		1	31%	33%
Infants in							
Passenger Cars	97%	L	97%		0	6%	5%
Vans & SUVs	100%	H	98%		-2	70%	-554%
Pickup Trucks	NA		NA		NA		
Infants in the							
Northeast	98%		97%		-1	35%	-97%
Midwest	100%	H	97%		-3	59%	-706%
South	99%		98%		-1	54%	-88%
West	97%		99%		2	52%	57%
Infants in							
Urban Areas	99%		96%		-2	45%	-172%
Suburban Areas	98%		98%		0	0%	0%
Rural Areas	NA		100%	H	NA		
Children Ages 1-3 Years							
All Children Ages 1-3	93%	H	89%	H	-4	83%	-54%
Children Ages 1-3 Driven by							
a Belted Driver	95%	H	93%	H	-2	51%	-39%
an Unbelted Driver	75%	L	67%	L	-8	58%	-32%
a Male Driver	91%		83%	L	-8	**92%**	-98%
a Female Driver	94%		93%	H	-1	11%	-8%
Children Ages 1-3 in							
Passenger Cars	92%		82%	L	-10	**97%**	-122%
Vans & SUVs	93%		97%	H	4	75%	57%
Pickup Trucks	NA		78%		NA		
Children Ages 1-3 in the							
Northeast	78%	L	75%	L	-3	41%	-14%
Midwest	94%		89%		-5	46%	-88%
South	92%		90%		-2	18%	-16%
West	96%	H	93%		-3	61%	-84%
Children Ages 1-3 in							
Urban Areas	89%		89%		0	1%	0%
Suburban Areas	93%		87%		-6	89%	-86%
Rural Areas	96%		98%	H	2	48%	47%

Child Motorist Group[1]	2004		2005		2004–2005 Change		
	Restraint Use[2]	Significantly High or Low Rates[3]	Restraint Use[2]	Significantly High or Low Rates[3]	Change in Percentage Points	Confidence in a Change in Use[4]	Conversion Rate[5]
Children Ages 4-7 Years							
All Children Ages 4-7	73%	L	76%	L	3	49%	10%
Children Ages 4-7 Driven by							
a Belted Driver	78%	H	79%	H	1	13%	3%
an Unbelted Driver	37%	L	45%	L	8	38%	14%
a Male Driver	74%		75%		1	22%	6%
a Female Driver	73%		76%		3	42%	11%
Children Ages 4-7 in							
Passenger Cars	67%	L	68%	L	1	23%	5%
Vans & SUVs	84%	H	86%	H	2	29%	14%
Pickup Trucks	65%		78%		13	71%	38%
Children Ages 4-7 in the							
Northeast	62%		74%		12	**99%**	31%
Midwest	69%		72%		3	24%	9%
South	81%	H	70%		-11	**99%**	-63%
West	74%		88%	H	14	**94%**	53%
Children Ages 4-7 in							
Urban Areas	68%		71%		4	39%	11%
Suburban Areas	76%		78%		2	29%	8%
Rural Areas	73%		74%		1	11%	4%
Children Ages 0-7 Years							
All Children Ages 0-7	82%		82%		0	3%	1%
Children Ages 0-7 Driven by							
a Belted Driver	86%	H	85%	H	-1	20%	-5%
an Unbelted Driver	50%	L	60%	L	10	68%	20%
a Male Driver	82%		79%		-3	49%	-13%
a Female Driver	82%		84%		2	45%	12%
a White Driver	84%		87%	H	3	69%	15%
a Black Driver	82%		61%	L	-21	**99%**	-115%
a Driver of Another Race	72%		80%		8	77%	31%
Children Ages 0-7 in							
Passenger Cars	78%		76%	L	-2	54%	-14%
Vans & SUVs	88%	H	92%	H	4	70%	29%
Pickup Trucks	71%		79%		8	55%	26%
Children Ages 0-7 in the							
Northeast	69%		76%		7	**91%**	23%
Midwest	79%		77%		-2	24%	-10%
South	87%	H	79%		-8	**92%**	-58%
West	84%		91%	H	7	89%	45%
Children Ages 0-7 in							
Urban Areas	78%		80%		2	22%	7%
Suburban Areas	84%		83%		-1	34%	-10%
Rural Areas	80%		83%		3	42%	16%

[1] Motorists under 8 years old observed between 8 a.m. and 6 p.m. in the right-front seat or the second row of seats in passenger vehicles with no commercial or government markings that are stopped at a stop sign or stoplight. Age, gender, and racial classifications are based on the subjective assessments of roadside observers.

[2] Use of child safety seats (front- or rear-facing), booster seats, and safety belts.

[3] Rates flagged with an "H" or "L" are statistically high or low in their category at a 90% confidence level.

[4] The degree of statistical confidence that the 2005 use rate is different from the 2004 rate.

[5] The "conversion rate" is the percentage reduction in restraint nonuse. This is based on unrounded use rates.

NA: Data not sufficient to produce a reliable estimate.

Source: National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center for Statistics and Analysis

The Types of Restraints Used

The NOPUS observes the following categories of restraints: rear-facing safety seats; front-facing safety seats; high-backed booster seats; and safety belts or backless booster seats. Backless booster seats cannot reliably distinguished from safety belts from roadside observation. Consequently NOPUS cannot estimate booster seat use.

NHTSA recommends the following concerning the type of restraint that children should use when traveling in motor vehicles:

- Children under 1 year old should be in a rear-facing safety seat.
- Children 1 or older who are between 20 and 40 pounds should be in a front-facing safety seat.
- Children who have exceeded the height or weight limit for their forward-facing safety seat and are less than 4'9" tall should be in a booster seat.

Based on these recommendations and data on the height and weight distributions of children, we have calculated the distributions of restraint types that we would see if all children were restrained in the recommended restraint types. These appear in the last column of the table, "The Types of Restraints Used by Children," and the derivations of these distributions can be found in the upcoming NHTSA report, "Child Restraint Use in 2005 – Analysis." Note that the distributions for children ages 13 and children ages 4-7 involve ranges, reflecting that front-facing safety seats have a range of height and weight limits.

Survey Methodology

The National Occupant Protection Use Survey (NOPUS) is the only probability-based observational survey of child restraint use in the United States. The survey observes usage as it actually occurs at a random selection of roadway sites, and so provides the best tracking of the extent to which the Nation's children are being protected by these life-saving devices.

The survey data is collected by sending trained observers to probabilistically sampled intersections controlled by a stop sign or stoplight, where motorists are observed from the roadside. Data is collected between the hours of 8 a.m. and 6 p.m. Only stopped vehicles are observed to permit time to collect the variety of information required by the survey, including subjective assessments of motorists' age and race. Observers collect data on the driver, right-front passenger, and up to two passengers in the second row of seats. Observers do not interview motorists, so that the NOPUS captures the untainted behavior of motorists. The 2005 NOPUS data was collected between June 6 and June 25, while the 2004 data was collected between June 7 and July 11, 2004, excluding the period July 2 – 5.

Sites, Vehicles, and Motorists Observed

Numbers of	2004	2005	Percentage Change
Sites Observed	1,200	1,200	0%
Vehicles Observed	38,000	43,000	13%
Children Observed			
Ages 0-12 Months	300	300	0%
Ages 1-3 Years	700	800	14%
Ages 4-7 Years	1,400	1,500	7%

Because the NOPUS sites were chosen through probabilistic means, we can analyze the statistical significance of its results. Statistically significant increases in child restraint use (respectively, rear-seat occupancy rates) between 2004 and 2005 are identified in the tables of child restraint use estimates (respectively, rear-seat occupancy rates) by having a result that is 90 percent or greater in column 7. Significantly high and low levels of restraint use or rear-seat occupancy, such as the lower restraint use by 4- to 7-year-old children than by younger children in 2005, are identified by H's and L's in columns 3 and 5. Such comparisons are made within categories, such as road type, delineated by changes in row shading in the tables. The exceptions to this are the grouping, "Children Driven by…", which is divided into the four categories of driver belt use, driver gender, driver age, and driver race, and the grouping, "Child Motorists Traveling During …," in which weekdays are compared to weekends, and weekday rush hour to weekday nonrush hour.

The NOPUS uses a complex multistage probability sample, statistical data editing, imputation of unknown values, and complex estimation and variance estimation procedures. See the NHTSA Technical Report referenced below for more information on these procedures.

Data collection, estimation, and variance estimation for the NOPUS are conducted by Westat, Inc., under the direction of the National Center for Statistics and Analysis in NHTSA under Federal contract number DTNH22-00-D-07001.

Definitions

The survey classified a child as:

- restrained in a rear-facing safety seat if the child appeared to be on a seat on top of the vehicle seat, faced the rear of a vehicle, and there were harness straps across the front of the child
- restrained in a front-facing safety seat if the child appeared to be on a seat on top of the vehicle seat, faced the front of a vehicle, and there were harness straps across the front of the child
- restrained in a high-backed booster seat if the child appeared to be on a seat on top of the vehicle seat and there was a shoulder belt across the front of the child
- restrained in a safety belt or backless booster seat if there was a shoulder belt across the front of the child but the observers could not see whether the child was in a seat on top of the vehicle seat.
- A child was considered restrained if s/he was restrained in any of these (a rear-facing safety seat, front-facing safety seat, high-backed booster seat, or safety belt or backless booster seat). The remaining children were classified as unrestrained. Note that in the survey there is no such notion of being "unrestrained" in, for example, a front-facing safety seat. NOPUS does not observe the use of lap belts, and does not distinguish between safety belts and backless booster seats, because these assessments cannot be reliably observed from the roadside.

The racial categories "Black", "White", and "Other Races" appearing in the tables reflect subjective characterizations by roadside observers regarding the race of motorists. Likewise observers' recorded the age group (8-15 years; 16-24 years; 25-69 years; and 70 years or older) that best fit their visual assessment of each observed motorist.

States With Laws Requiring Children Ages 5 and Younger Be in the Rear Seat[1]

California	Delaware	Georgia
Maine	New Jersey	Rhode Island
South Carolina	Tennessee	Washington
Wyoming		

[1]Among children less than 80 pounds and less than 54" tall. States with laws in effect as of June 30, 2005. Also includes DC. In no other States did such laws take effect during the period June 30, 2004 – June 30, 2005.

At the time the 2005 survey was conducted, 10 States required children 5 and younger who weigh less than 80 pounds and are less than 54" tall to ride in the rear seat of vehicles.

The "conversion rate" is the percentage reduction in restraint nonuse. This rate roughly reflects the percentage of unrestrained children in 2004 who were restrained in 2005.

"Expressways" are defined to be roadways with limited access, while "surface streets" comprise all other roadways.

A roadway is defined to have "fast traffic" if during the observation period the average speed of passenger vehicles that passed the observer(s) exceeded 50 mph, with "medium speed traffic" defined as 31 - 50 mph and "slow traffic" defined as 30 mph or slower.

A roadway is defined to have "heavy traffic" if the average number of vehicles per lane mile on the roadway during the observation period exceeded 45 vehicles per lane mile, with "moderately dense traffic" defined as 26 - 45 vehicles per lane per mile and "light traffic" having at most 25 vehicles per lane per mile.

For More Information

For detailed analyses of the data in this publication, as well as additional data and information on the survey design and analysis procedures, see the upcoming publication, "Child Restraint Use in 2005 – Analysis," expected to be available at the Web site www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/AvailInf.html in the spring of 2006.

For more information on the campaign by NHTSA to increase child restraint use, see www.nhtsa.gov.

The NOPUS also observes other types of restraints, such as safety belts and motorcycle helmets, and observes driver cell phone use. This publication is part of a series that presents overall results from the survey on these topics. Please see other members of the series, such as "Motorcycle Helmet Use in 2005 – Overall Results," and the corresponding NHTSA Technical Report, "Motorcycle Helmet Use in 20045– Analysis," for the latest data on these topics.

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