NHTSA's November 2011 preliminary report on fatality risk, mass, and footprint[1] used databases of fatal crash involvements, farscs_4.sas7bdat and VMT-weighted induced-exposure crash involvements, stcs_6.sas7bdat. Both databases have been available to the public at http://www.nhtsa.gov/fuel-economy since May 2011.

The agency has updated both databases. Both updated files are now also available to the public at http://www.nhtsa.gov/fuel-economy.

The two updated files are:

Stcs2_6.sas7bdat is the new induced-exposure file. It is similar to stcs_6, except that now, for an additional six States, there is actual CY 2008 induced-exposure crash data for allocating the registration years and VMT rather than re-using the CY 2007 data for that purpose. In addition, the schedule of average annual VMT as a function of vehicle age has been revised.[2]

Farscs24.sas7bdat is the new fatal-involvement file. It is identical to farscs_4.sas7bdat, except there are 5 additional cases (113,248 instead of 113,243). That is because with the additional State data there are a few low-sales MMP-CGP-BOD2-HIFAT_ST-MY-CY combinations that now have at least one induced-exposure case, whereas with the older data they didn't have any.

For most analyses, just substitute stcs2_6.sas7bdat for stcs_6.sas7bdat and farscs24.sas7bdat for farscs_4.sas7bdat. The original files stcs_6.sas7bdat and farscs_4.sas7bdat are still available at http://www.nhtsa.gov/fuel-economy, but NHTSA recommends use of the updated files.

NHTSA has also made two additional files available at http://www.nhtsa.gov/fuel-economy:

Ststop_6.sas7bdat is the induced-exposure file limited to the vehicles that were stopped before the crash. The crash-involvement cases are a subset of the cases on stcs2_6.sas7bdat. However, the values of REGWTFA and VMTWTFA are quite different, because these weight factors must still add up across the file to national totals for each MMP-CGP-BOD2-HIFAT_ST-MY-CY combination, but using only about ¼ as many crash-involvement cases.

Farsstop.sas7bdat is the fatal involvement file to be used with ststop_6.sas7bdat. It is very similar to farscs24.sas7bdat and farscs_4.sas7bdat, except there are only 113,220 cases, because when the data is limited to stopped vehicles there are just a few more low-sales BOD2-HIFAT_ST-MY-CY combinations that are completely unrepresented on ststop_6.sas7bdat.

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[1] Kahane, C. J. (2011). *Relationships Between Fatality Risk, Mass, and Footprint in Model Year 2000-2007 Passenger Cars and LTVs – Preliminary Report*. (Docket No. NHTSA-2010-0152-0023). Washington, DC: National Highway Traffic Safety Administration.

[2] It is now based on the "updated" rather than the "current" schedules in: Lu, S. (2006). *Vehicle Survivability and Travel Mileage Schedules*, NHTSA Technical Report. DOT HS 809 952. Washington, DC: National Highway Traffic Safety Administration, http://www-nrd.nhtsa.dot.gov/Pubs/809952.PDF. As a result, VMTWTFA will add up to something larger across the updated file than across the original file.