

**Extending the Applicability of U.S. FMVSS 202 to Light Trucks and Vans  
Summary of HR-3-12 and HR-3-13**

- In 1989, the U.S. extended the applicability of FMVSS 202 on Head Restraints from passenger vehicles to include trucks, buses, and multipurpose passenger vehicles of 4,536 kg GVWR or less (light trucks).
- **Evaluation of Problem**
  - 17,800 whiplash injuries occurred annually to front seat occupants 15 years and older in light trucks.
    - 1982-1985 data when ~25 % of light trucks had head restraints
  - 4.6% of all occupants in rear impacts suffered whiplash injuries
  - 34.4% of those injured in rear impacts suffered whiplash injuries
  - 11,046 head injuries annually due to impacts with the rear window and/or window frame.
- **Costs** (1989 dollars)
  - Average cost per affected vehicle is \$29.45
    - \$22 per vehicle
    - \$7.45 lifetime fuel penalty cost due to increased weight
  - Estimated number of vehicles affected was 8.71% of fleet
- **Benefits**
  - Estimated reduction of 510 to 870 injuries
    - Regulation was for a 700 mm tall head restraint