

About Us

The National Highway Traffic Safety Administration (NHTSA) works every day to help Americans drive, ride, and walk safely. We do this by promoting vehicle safety innovations and encouraging all Americans to make safer choices behind the wheel, on a motorcycle or bicycle, and when on foot.

To help promote safer driving, riding, and walking, we work with State and local law enforcement to ensure everyone follows the rules of the road. That includes cracking down on impaired and distracted driving, enforcing seat belt and helmet laws, promoting child safety with proper car seat use, and other efforts that save lives and prevent injuries.

NVS Programs and Initiatives



NHTSA Recalls Enforcement

SaferCar App – NHTSA designed a mobile application to assist consumers with recall notification, allowing for a faster and more direct means to stay informed and ensure consumer safety. Once it is downloaded and vehicle information is entered, the app alerts a consumer through their mobile device if their vehicle is subject to a recall. Car seats, tires, and other equipment can also be added to the app to further increase recall awareness and safety. www.nhtsa.gov/campaign/safercar-app



Data

Crash Investigation Sampling System Expansion – NHTSA will be enhancing the collection of crash data by upgrading the CISS to include additional program sites, expanded scope that includes all crash types, and rapid response investigation protocols. Increasing the number of sites and adding more crash technicians will increase the number of cases, which improves the accuracy of the estimates and enables NHTSA to make more timely and accurate assessments in real-world crash scenarios. www.nhtsa.gov/crash-data-systems/crash-investigation-sampling-system

Electronic Data Transfers – NHTSA will be offering grants to States, U.S. territories and Indian tribes to upgrade and standardize State crash data systems to enable electronic data collection, intrastate data sharing, and electronic data transfers to increase the accuracy, timeliness, and accessibility of the data, including data related to fatalities involving vulnerable road users.



Research

Female Crash Safety Research Plan – NHTSA has laid out a multi-pronged plan for investigating disparities in motor vehicle crash-related injury and fatality risks for females versus males. Research includes analyzing current real-world data to investigate possible causes of elevated risks for females. Additional research activities will include experimental biomechanics, advanced crash test dummy research, and human body modeling, as well as fleet testing and countermeasure studies.

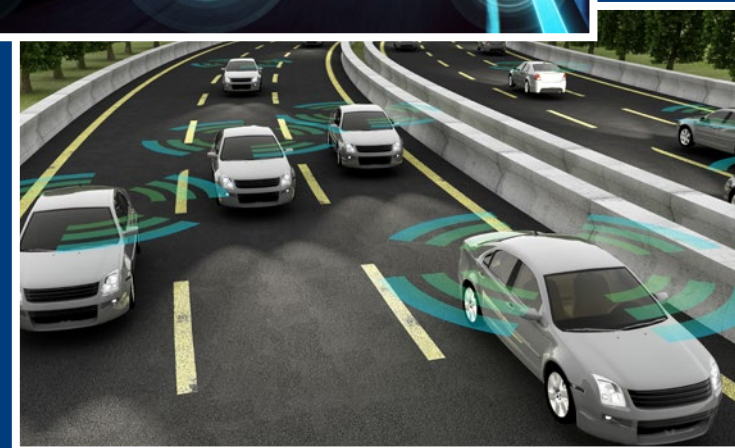
Accessibility and Automated Driving Systems-Dedicated Vehicles – NHTSA is conducting multiple projects examining accessibility and ADS-DVs, looking to improve mobility for all users. ADS-DVs should be designed with usability in mind for a broad spectrum of travelers who need multiple means of expression, interaction, and engagement. Specific research goals include understanding the needs of vulnerable road users and road users with disabilities. Considerations include establishing situational awareness in unexpected events and identifying best practices for user interface design.



Rulemaking

New Car Assessment Program Update – NHTSA requested comments regarding an upgrade to NCAP to add new Advanced Driver Assistance System technologies, enhance test procedures, and effectively capture and communicate the safety ratings for ADAS technologies. www.nhtsa.gov/press-releases/nhtsa-announces-coming-upgrades-new-car-assessment-program

Automatic Emergency Braking Proposal – NHTSA is proposing a new Federal Motor Vehicle Safety Standard to require and standardize the performance of AEB as well as Pedestrian AEB on all newly manufactured light vehicles. The proposal includes performance requirements and would specify a test procedure under which compliance with those requirements would be measured.



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The 27th International Technical Conference On the Enhanced Safety of Vehicles

Yokohama, Japan • April 3-6, 2023



Enhanced and Equitable Vehicle Safety for All: Toward the next 50 years

NHTSA At a Glance





To make our vehicles safer, we research and advance proven technologies that help people avoid motor vehicle crashes and better protect people if they're involved in a crash. We work to root out defects that undermine safety in vehicles and other related products.

SGO Database

NHTSA issued a Standing General Order requiring identified manufacturers and operators to report to the agency certain crashes involving vehicles equipped with Automated Driving Systems or SAE Level 2 ADAS. The SGO Database is publicly available and allows review of the crash data that have been reported through this Order.

Recall Data

Using your VIN, or information about your vehicle, car seat, tires, or other equipment, NHTSA provides recall information through an online portal. In addition to the web version of this tool, NHTSA developed the SaferCar app that notifies you if a recall is announced for your vehicle or equipment. Take a look and see if you have any outstanding recalls. If so, contact your local dealer to get the repair done for free.

Crash Test Database

NHTSA test databases contain engineering data measured during various types of research and testing, such as the New Car Assessment Program, and biomechanics, sled, and compliance testing. Information in these databases refer to the performance of vehicles, crash test dummies, and other components in impact testing.

Fatality and Injury Reporting System Tool

FIRST is a tool that lets you build custom queries of fatal/injury crashes and generate the results in the form of tables, charts, or GIS maps. It also lets you export output into Excel or a PDF.

Federal Motor Vehicle Crash Data Visualization

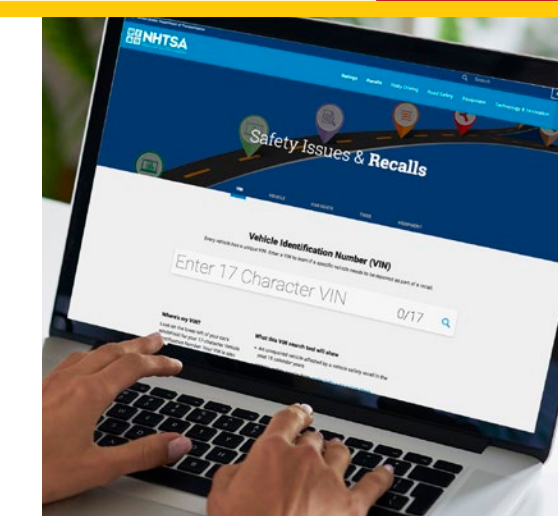
This data visualization portal provides interactive and user-friendly dashboards on several highway safety topics from FARS.

Repository and Open Science Access Portal

ROSA P is a digital facet of the National Transportation Library and is the official record for NHTSA Research publications. These publications are available through a general search as well as by viewing the NHTSA – Behavioral Safety Research Collection or the NHTSA – Vehicle Safety Research Collection.

NHTSA has created apps, online tools and web pages to highlight ways the Vehicle Safety (NVS) program supports the agency's goal of reducing injuries and fatalities in motor vehicle crashes.

- Fatality and Injury Reporting System Tool (FIRST):** Create customized queries of U.S. fatality and injury trends from the Fatality Analysis Reporting System (FARS) and the Crash Report Sampling System (CRSS). <https://cdan.dot.gov/query>
- Recalls Data:** This web tool includes recall information related to specific NHTSA campaigns. Users can filter results based on characteristics like manufacturer and component. The dataset can also be filtered by recall type: tires, vehicles, car seats, and equipment. <https://datahub.transportation.gov/Automobiles/NHTSA-Recalls-by-Manufacturer/mu99-t4jn>
- Consumer Complaints:** Search consumer complaints by keywords. www.nhtsa.gov/recalls#vehicle
- Vehicle Safety Ratings:** Search NHTSA's 5-Star Safety Ratings and compare vehicles, car seats, and tires. www.nhtsa.gov/ratings
- AV TEST Initiative Tracking Tool:** The Automated Vehicle Transparency and Engagement for Safe Testing (AV TEST) Initiative allows States and companies to voluntarily submit information about automated vehicles and testing to NHTSA. This interactive tool was developed so the public can view the information. www.nhtsa.gov/automated-vehicle-test-tracking-tool
- NHTSA Crash Viewer:** Search investigation- and records-based crash databases including the Crash Injury Research Engineering Network (CIREN), Crash Investigation Sampling System (CISS), and Special Crash Investigations. <https://crashviewer.nhtsa.dot.gov/>
- Fatality Analysis Reporting System (FARS) Data Visualization:** FARS contains data on every fatal traffic crash in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. <https://cdan.dot.gov/DataVisualization/DataVisualization.htm>



www.nhtsa.gov

- CrashStats – NCSA Report Query:** Search NCSA publications by title, topic, document type or published year. <https://crashstats.nhtsa.dot.gov>
- Standing General Order on Crash Reporting Involving ADS and Level 2 ADAS:** NHTSA has issued a Standing General Order requiring identified manufacturers and operators to report to the agency certain crashes involving vehicles equipped with automated driving systems or SAE Level 2 advanced driver assistance systems. The General Order allows NHTSA to obtain timely and transparent notification of real-world crashes associated with ADS and Level 2 ADAS vehicles from manufacturers and operators. www.nhtsa.gov/laws-regulations/standing-general-order-crash-reporting
- NHTSA Datasets and APIs:** Metadata and APIs are made available in support of the Open Government Directive. Find application programming interfaces for vehicle safety ratings, vehicle crash testing, recalls, investigations, consumer complaints, and car seat inspection locations. www.nhtsa.gov/nhtsa-datasets-and-apis
<https://nrd.api.nhtsa.dot.gov/nhtsa/vehicle/swagger-ui/#/vehicle-documents-controller>
- CISS:** The Crash Investigation Sampling System (CISS) is a representative sample of minor, serious, and fatal crashes involving at least one passenger vehicle – cars, light trucks, SUVs, and vans – towed from the scene. CISS collects detailed crash data to help scientists and engineers analyze motor vehicle crashes and injuries. Beginning in 2024, CISS will incrementally expand their sample selection to include pedestrians/nonmotorists, motorcycles and large-vehicle crashes. www.nhtsa.gov/crash-data-systems/crash-investigation-sampling-system
- CRSS:** The Crash Report Sampling System (CRSS) is a sample of police-reported crashes involving all types of motor vehicles, pedestrians, and cyclists, ranging from property-damage-only crashes to those that result in fatalities. CRSS is used to estimate the overall crash picture, identify highway safety problem areas, measure trends, drive consumer information initiatives, and form the basis for cost and benefit analyses of highway safety initiatives and regulations. www.nhtsa.gov/crash-data-systems/crash-report-sampling-system

Proceedings from previous ESV Conferences are available at www.nhtsa.gov/research-data/enhanced-safety-vehicles.

Scan QR code for more resources.

