

# Status Report

Insurance Institute for Highway Safety | Highway Loss Data Institute

## Safe and affordable

Updated used vehicle recommendations for teens

ALSO IN  
THIS ISSUE  
Vol. 50, No. 8  
October 1, 2015

- ▶ Course for new drivers doesn't improve safety
- ▶ Speed cameras yield long-term safety benefits



**P**arents looking for a safe, affordable vehicle for their teen driver have many more options than just a year ago. IIHS has updated its recommendations for used vehicles for teens, and the list has grown by more than 50 percent, even though the price and safety criteria haven't changed.

"Time is on the consumer's side," says Anne McCartt, the Institute's senior vice president for research. "It's easier than ever to find a used vehicle with must-have safety features and decent crash test performance without spending a fortune."

IIHS compiled its first list of recommended used vehicles after finding that the vast majority of parents who bought a vehicle for their teen driver bought it used (see *Status Report*, July 16, 2014, at [iihs.org](http://iihs.org)). The survey also found that the budgets for teens' vehicles were limited. The mean purchase price for a teen's vehicle was \$9,800, while the median was just \$5,300.

"The prices for most of the vehicles we recommend for young, novice drivers are still higher than what a lot of people are used to spending," McCartt says. "We would encourage parents to consider paying a little more for safety if they can."

### Best choices, good choices

Like last year's recommendations, the new list has two tiers: "best choices," priced under \$20,000 with good ratings in the Institute's four oldest crashworthiness tests, and "good choices," priced under \$10,000 with less-than-perfect ratings in some tests. Although there are now some best choices under \$10,000, having two tiers gives consumers a wider variety of lower-priced options.

Still, there are a few things that parents shouldn't compromise on:

- ▶ **High horsepower should be avoided.** The temptation to test the limits of a powerful engine is too hard for many teens to

resist. Vehicles that only come with big engines have been left off the lists, but many recommended models have high-horsepower versions that should be avoided. The base engines of all the listed vehicles have adequate power for teens.

- ▶ **Bigger, heavier vehicles are safer.** Consumers won't find minicars or small cars among the best choices or the good choices. (Small SUVs, which weigh about the same as mid-size cars, are OK.)
- ▶ **Electronic stability control is a must.** This technology, mandatory since the 2012 model year, helps a driver maintain control on curves and slippery roads. It's a proven lifesaver, cutting single-vehicle fatal crash risk nearly in half. All listed vehicles have the feature standard.

When it comes to crash test ratings, vehicles on the "best choices" list have good ratings in the Institute's longstanding moderate overlap front, side, roof strength and head restraint tests. Vehicles on the "good choices" list have good ratings in the IIHS moderate overlap front test, good or acceptable ratings in the side test and a better-than-poor rating for head restraints.

If rated by the National Highway Traffic Safety Administration, vehicles on either list must earn 4 or 5 stars overall or 4 or 5 stars in the front and side tests under the old rating scheme.

The recommendations don't take into account the small overlap front crash, which IIHS added to its testing lineup in 2012. The test replicates what happens when the front corner of a vehicle hits another vehicle or an object such as a tree or utility pole. Until recently, few vehicles were designed for good protection in this type of crash.

Five recommended older models have good small overlap ratings: the Volvo XC90, beginning with 2005 models; the Volvo S80, beginning with 2007; the Acura TL, beginning with 2009; » [page 5](#)

# Best choices

## Recommended used vehicles for teens

| Large cars   | Price    |
|--|----------|
| Volvo S80 2007 and later                             | \$5,800  |
| Ford Taurus 2010 and later                           | \$10,900 |
| Buick LaCrosse 2010 and later                        | \$11,300 |
| Buick Regal 2011 and later                           | \$11,500 |
| Lincoln MKS 2009 and later                           | \$12,300 |
| Toyota Avalon 2011 and later                         | \$15,700 |
| Hyundai Azera 2012 and later                         | \$16,800 |
| Mercedes-Benz E-Class sedan and coupe 2010 and later | \$19,000 |
| Infiniti M37/M56/Q70 2011 and later                  | \$19,900 |

### Midsized cars

|   |          |
|---|----------|
| Volkswagen Jetta sedan and wagon 2009 and later   | \$5,600  |
| Volvo C30 2008 and later  | \$7,000  |
| Volkswagen Passat sedan 2009 and later  | \$7,300  |
| Ford Fusion 2010 and later; built after April 2010; 2010 Fusions built before May meet "good choice" criteria | \$7,400  |
| Mercury Milan 2010-11; built after April 2010; 2010 Milans built before May meet "good choice" criteria       | \$7,400  |
| Chrysler 200 sedan 2011 and later   | \$8,000  |
| Chevrolet Malibu 2010 and later; built after November 2009  | \$8,200  |
| Volkswagen CC 2009 and later  | \$8,300  |
| Audi A3 2008 and later  | \$8,400  |
| Dodge Avenger 2011 and later  | \$8,900  |
| Subaru Legacy 2010 and later  | \$9,300  |
| Hyundai Sonata 2011 and later   | \$9,900  |
| Lincoln MKZ 2010 and later; built after April 2010  | \$10,000 |
| Kia Optima 2011 and later   | \$10,200 |
| Audi A4 sedan 2009 and later  | \$10,800 |
| Honda Accord sedan and coupe 2012 and later; coupe 2013 and later   | \$10,900 |
| Subaru Outback 2010 and later   | \$11,300 |
| Toyota Camry 2012 and later   | \$11,300 |
| Nissan Altima 2013 and later  | \$12,200 |
| Mercedes-Benz C-Class sedan 2009-14   | \$12,300 |
| Buick Verano 2012 and later   | \$12,400 |

| Midsized cars (continued)   | Price    |
|---|----------|
| Volvo S60 2011 and later; price is for 2012, which had lower trim level available | \$13,400 |
| Toyota Prius v 2012 and later   | \$14,200 |
| Mazda 6 2014 and later  | \$15,100 |
| Acura TSX sedan and wagon 2012 and later  | \$16,600 |
| Acura TL 2012 and later; built after April 2012                                   | \$17,300 |

### Small SUVs

|   |          |
|---|----------|
| Honda Element 2007-11                       | \$6,700  |
| Volkswagen Tiguan 2009 and later            | \$7,900  |
| Subaru Forester 2009 and later              | \$9,000  |
| Mitsubishi Outlander Sport 2011 and later   | \$9,300  |
| Hyundai Tucson 2010 and later               | \$10,400 |
| Kia Sportage 2011 and later                 | \$11,300 |
| Jeep Patriot 2014 and later                 | \$13,700 |
| Ford Escape 2013 and later                  | \$14,000 |
| Mitsubishi Outlander 2014 and later         | \$14,400 |
| Mazda CX-5 2013 and later                   | \$14,800 |
| Honda CR-V 2012 and later                   | \$15,400 |
| Buick Encore 2013 and later                 | \$15,500 |
| Toyota RAV4 2013 and later                  | \$17,600 |
| Nissan Rogue (except Select) 2014 and later | \$18,500 |

### Midsized SUVs

|   |          |
|---|----------|
| Volvo XC90 2005 and later                           | \$4,600  |
| Subaru Tribeca/B9 Tribeca 2006 and later            | \$6,000  |
| Dodge Journey 2010 and later                        | \$8,700  |
| Chevrolet Equinox 2010 and later                    | \$11,100 |
| Ford Flex 2010 and later; built after January 2010  | \$11,700 |
| GMC Terrain 2010 and later                          | \$12,000 |
| Toyota Highlander 2008 and later                    | \$12,000 |
| Infiniti EX 2008 and later                          | \$12,100 |
| Toyota Venza 2009 and later                         | \$12,200 |
| Kia Sorento 2011 and later                          | \$12,300 |
| Ford Edge 2011 and later; built after February 2011 | \$13,300 |
| Volvo XC60 2010 and later                           | \$13,500 |

| Midsized SUVs (continued)                          | Price    |
|--|----------|
| Ford Explorer 2011 and later                       | \$16,200 |
| Lincoln MKT 2010 and later; built after March 2010 | \$16,200 |
| Dodge Durango 2011 and later                       | \$16,300 |
| Cadillac SRX 2010 and later                        | \$16,900 |
| Audi Q5 2009 and later                             | \$17,300 |
| Jeep Cherokee 2014 and later                       | \$17,500 |
| Honda Crosstour 2013 and later                     | \$17,700 |
| Honda Pilot 2012 and later                         | \$18,200 |
| Jeep Grand Cherokee 2011 and later                 | \$18,500 |
| Mercedes-Benz GLK-Class 2011 and later             | \$19,100 |

### Large SUVs

|                                   |          |
|-----------------------------------|----------|
| Chevrolet Traverse 2011 and later | \$13,500 |
| GMC Acadia 2011 and later         | \$15,400 |
| Buick Enclave 2011 and later      | \$16,100 |

### Minivans

|  |          |
|--|----------|
| Dodge Grand Caravan 2012 and later     | \$11,600 |
| Volkswagen Routan 2012 and later       | \$11,800 |
| Toyota Sienna 2011 and later           | \$13,200 |
| Honda Odyssey 2011 and later           | \$13,600 |
| Chrysler Town & Country 2012 and later | \$14,600 |

### Pickups

|  |          |
|--|----------|
| Toyota Tundra crew cab (Double Cab) 2007 and later | \$12,200 |
| Ford F-150 crew cab (SuperCrew) 2011 and later     | \$16,800 |

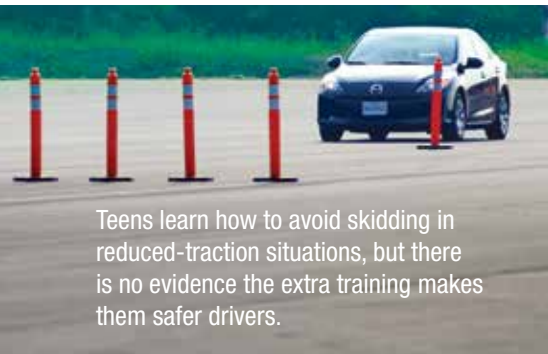
Vehicles on this list earn good ratings in the IIHS moderate overlap front, side, roof strength and head restraint tests. If rated by NHTSA, they earn 4 or 5 stars overall or 4 or 5 stars in the front and side tests under the old rating scheme. All come with standard ESC.

All listed vehicles start under \$20,000. Prices, rounded to the nearest \$100, were taken from Kelley Blue Book on Sept. 1, 2015, for the lowest trim level and earliest applicable model year based on the following criteria: vehicle in good condition, typical mileage and private-party purchase in Arlington, Va.



## Offering skid avoidance course to teen drivers doesn't improve safety

The idea that more and better training could help reduce teen drivers' elevated crash rates continues to find adherents among safety advocates and policymakers. Unfortunately, studies have repeatedly found that driver ed-



Teens learn how to avoid skidding in reduced-traction situations, but there is no evidence the extra training makes them safer drivers.

ucation by itself does little to improve safety and, in some cases, makes young drivers more likely to take risks (see *Status Report*, May 19, 2001, and Jan. 11, 1997).

A new type of supplemental driving course that aims to help teenagers learn how to avoid dangerous driving situations also falls short of expectations, IIHS has found. Researchers found no clear evidence that skid avoidance and vehicle control training offered to teens in Maryland reduced crashes or violations.

Such supplemental driving courses have proliferated recently. They are offered at driving schools and also sometimes sponsored by automakers and promoted by highway safety organizations.

The version IIHS studied is offered by a driving school in Montgomery County, near Washington, D.C. Students work one-on-one with an instructor in a car that has been modified to allow them to experience reduced traction even at low speeds on a dry surface. They are taught that they can avoid skidding in reduced-traction situations if they slow down and refrain from erratic steering and hard braking.

For the study, the \$225 course was offered free of charge to a random sample of all 16-17 year-olds who had completed the basic driver education course required for provisional licensure in Maryland at the same driving school between March 2011 and August 2012. Traffic citation and crash rates over the next two years were computed and compared with the students who weren't offered the skid avoidance training.

It's reasonable to suppose that such training would improve a young driver's ability to avoid risky situations, and at first glance, the Maryland course seemed to help. Those who completed it had fewer moving violations and

a lower risk of police-reported crashes.

However, of the 1,481 students offered the free course, only 234, or 16 percent, completed it. When the researchers controlled for potential differences between those accepting and those declining the offer, they didn't find any clear evidence that the training was responsible for the better driving records of those taking the course.

Depending on which of three statistical methods was used, the estimated effect of the course varied widely. Results ranged from a 6 percent decrease in moving violations to a 150 percent increase, and from a 27 percent decrease in crashes to a 6 percent increase. None of the estimates was statistically significant.

"Few people were motivated to take this course, even when it was offered for free," says Charles Farmer, director of statistical services at IIHS and the study's lead author. "We don't know whether it would have shown clearer benefits if more people had accepted the offer. What is clear is that offering the course as an option, even for free, isn't an effective way to prevent large numbers of teen crashes."

For a copy of "Crash and citation records of young drivers with skid avoidance training" by C.M. Farmer and J.K. Wells, email [publications@ihs.org](mailto:publications@ihs.org). ■

# Good choices

## Recommended used vehicles for teens

| Large cars                          | Price   |
|-------------------------------------|---------|
| Hyundai Azera 2006-11               | \$4,100 |
| Audi A6 sedan 2005 and later        | \$6,000 |
| Acura RL 2005-12                    | \$6,700 |
| Ford Taurus 2009                    | \$7,100 |
| Cadillac DTS 2008-11                | \$7,700 |
| Mercury Sable 2009                  | \$7,700 |
| Chevrolet Impala 2011 and later     | \$8,700 |
| Mercedes-Benz E-Class sedan 2007-09 | \$8,800 |
| Toyota Avalon 2009-10               | \$9,000 |
| Lexus GS 2006 and later             | \$9,300 |
| Cadillac CTS 2008 and later         | \$9,700 |

### Midsize cars

|   |         |
|---|---------|
| Saab 9-5 sedan and wagon 2005-11                          | \$2,700 |
| Saab 9-3 sedan and wagon 2005-11                          | \$2,800 |
| Hyundai Sonata 2006-10                                    | \$3,300 |
| Volkswagen Passat sedan and wagon 2006-08                 | \$3,400 |
| Audi A4 sedan and wagon 2005-08; built after October 2004 | \$4,200 |
| Volvo S60 2007-09   | \$4,400 |
| Suzuki Kizashi 2010-13                                    | \$4,500 |
| Mercedes-Benz C-Class sedan 2005-08                       | \$4,600 |
| Acura TL 2004-12  | \$4,800 |
| Saturn Aura 2009  | \$5,500 |
| Volvo S40 2007 and later                                  | \$5,600 |
| Audi A3 2006-07   | \$5,800 |
| BMW 3-series sedan 2006 and later                         | \$5,900 |
| Mazda 6 2009-13   | \$6,600 |
| Mitsubishi Galant 2010-12                                 | \$6,700 |
| Chevrolet Malibu 2009-10                                  | \$7,200 |

« from page 2 the Suzuki Kizashi, beginning with 2010; and the Volvo S60, beginning with 2011. An additional seven vehicles have acceptable ratings going back to 2011 or earlier: the Infiniti G (2007), Mazda 6 (2009), Ford Flex (2009), Chrysler 200 (2011), Dodge Avenger (2011), Kia Optima (2011) and Mitsubishi Outlander Sport (2011). Parents seeking the safest

| Midsize cars (continued)                   | Price   |
|--|---------|
| Honda Accord sedan 2008-11                 | \$7,200 |
| Kia Optima 2010                            | \$7,300 |
| Subaru Legacy 2009                         | \$7,700 |
| Pontiac G6 sedan 2010                      | \$7,800 |
| Lincoln MKZ 2009-10; built before May 2010 | \$8,000 |
| Nissan Altima 2010-12                      | \$8,100 |
| Lexus IS 250 2006 and later                | \$8,500 |
| Toyota Camry 2010-11                       | \$8,900 |
| Infiniti G sedan 2007 and later            | \$9,000 |
| Lexus ES 350 2007 and later                | \$9,600 |

### Small SUVs

|                              |         |
|------------------------------|---------|
| Suzuki Grand Vitara 2006-13  | \$3,500 |
| Mitsubishi Outlander 2007-13 | \$4,600 |
| Mazda Tribute 2009-11        | \$5,700 |
| Ford Escape 2009-12          | \$6,100 |
| Nissan Rogue 2008-13         | \$6,900 |
| Toyota RAV4 2007-12          | \$7,600 |
| Honda CR-V 2007-11           | \$8,300 |
| Mercury Mariner 2009-11      | \$8,400 |

### Midsize SUVs

|  |         |
|--|---------|
| Suzuki XL7 2008-09                         | \$3,600 |
| Mazda CX-7 2007-11                         | \$5,000 |
| Saturn Vue 2008-09                         | \$5,000 |
| Ford Taurus X 2008-09                      | \$5,700 |
| Honda Pilot 2006-11                        | \$6,000 |
| Hyundai Santa Fe 2007 and later            | \$6,400 |
| Mazda CX-9 2007 and later                  | \$6,600 |
| Hyundai Veracruz 2007-12                   | \$7,000 |
| Ford Edge 2007-11; built before March 2011 | \$7,600 |

choices from each list should consider one of these vehicles.

### Recommended pickups

Last year's recommendations didn't include any pickups because those that met the Institute's safety criteria exceeded the \$20,000 price limit. This year, several made the cut.

“We found in our survey last year that 14

| Midsize SUVs (continued)             | Price   |
|--------------------------------------|---------|
| Mercedes-Benz M-Class 2006 and later | \$9,000 |
| Mitsubishi Endeavor 2010-11          | \$9,500 |
| Ford Explorer 2009-10                | \$9,600 |
| Ford Flex 2009                       | \$9,900 |
| Lincoln MKX 2007 and later           | \$9,900 |

### Large SUVs

|  |         |
|--|---------|
| Saturn Outlook 2008-09; built after March 2008 | \$7,800 |
| Mercedes-Benz R-Class 2007-12                  | \$8,500 |

### Minivans

|                                 |         |
|---------------------------------|---------|
| Kia Sedona 2006 and later       | \$3,400 |
| Honda Odyssey 2005-10           | \$4,100 |
| Hyundai Entourage 2007-08       | \$4,400 |
| Chrysler Town & Country 2008-11 | \$5,600 |
| Dodge Grand Caravan 2008-11     | \$6,200 |
| Volkswagen Routan 2009-11       | \$6,300 |

### Pickup

|                         |         |
|-------------------------|---------|
| Honda Ridgeline 2006-14 | \$7,700 |
|-------------------------|---------|

Vehicles on this list earn good ratings in the IIHS moderate overlap front test and good or acceptable ratings in the side test. If rated by NHTSA, they earn 4 or 5 stars overall or 4 or 5 stars in the front and side tests under the old rating scheme. They also have standard ESC and a better-than-poor rating from IIHS for head restraints and seats.

All listed vehicles start under \$10,000. Prices, rounded to the nearest \$100, were taken from Kelley Blue Book on Sept. 1, 2015, for the lowest trim level and earliest applicable model year based on the following criteria: vehicle in good condition, typical mileage and private-party purchase in Arlington, Va.

percent of teenagers are driving pickups, so we're happy to be able to recommend a few models,” McCartt says.

The country's most popular pickup, the Ford F-150 crew cab, will set families back \$16,800 for a 2011 model. A 2007 Toyota Tundra crew cab, a best choice like the F-150, costs \$12,200, while the 2006 Honda Ridgeline, a good choice, can be had for \$7,700. ■



# Speed cameras reduce injury crashes in Maryland county, IIHS study shows

It's well-established that speed cameras can get drivers to slow down, but do the effects hold up over time? IIHS researchers recently returned to the site of an earlier study to find out.

The results, presented in September at the annual meeting of the Governors Highway Safety Association, were impressive. More than seven years after it began, the speed camera program in Montgomery County, Md., a large community near Washington, D.C., has led to long-term changes in driver behavior and substantial reductions in deaths and injuries.

Automated enforcement can be controversial. Some programs have been rolled back because of a political backlash, and some states have outlawed their use. The new study has helped put the spotlight on cameras' lifesaving potential.

"Automated speed cameras enforce the law, cost taxpayers nothing and make streets safer for everyone," *The Washington Post* said in an editorial citing the Institute's research. The newspaper expressed hope that the study would encourage more communities to use cameras.

As of August, only 138 jurisdictions were operating speed cameras. If all U.S. communities had programs like the one IIHS studied in Maryland's Montgomery County, more than 21,000 fatal or incapacitating injuries would have been prevented during 2013.

Speed cameras were introduced in Montgomery County in 2007. As of 2014, the county had 56 fixed cameras, 30 portable cameras and six mobile speed vans. The cameras are used on residential streets with speed limits of 35 mph or less and in school zones.

IIHS originally looked at the Montgomery County program during its first year. Six months into the program, the proportion of drivers

traveling at least 10 miles over the speed limit had fallen on streets with cameras (see *Status Report*, Jan. 31, 2008, at [iihs.org](http://iihs.org)).

The new study found that cameras have reduced by 59 percent the likelihood of a driver exceeding the speed limit by more than 10 mph, compared with similar roads in two nearby Virginia counties that don't have speed cameras.

The researchers also looked at crashes on camera-eligible roads in Montgomery County, relative to comparison roads in Virginia. They found that the cameras resulted in a 19 percent reduction in the likelihood that a crash would involve a fatality or an incapacitating injury, as reported by a police officer on the scene.

"Speed cameras get drivers to ease off the accelerator, and crashes are less likely to be deadly at lower speeds," IIHS President Adrian Lund says. "This study connects the dots to show that speed cameras save lives."

## Speed-camera corridors

Although cameras alone are effective, Montgomery County recently found a way to deploy them so that they have a bigger impact.

In 2012, the county introduced speed-camera corridors. With corridors, enforcement is focused on long segments of roads instead of specific locations. The cameras are regularly moved to different locations on those roads so drivers don't become familiar with their exact locations.

The corridor approach led to further safety gains, reducing the likelihood of a crash involving a fatal or incapacitating injury an additional 30 percent beyond the use of cameras alone, the researchers found.



With speed-camera corridors, cameras are moved to different locations on a road segment. Deploying cameras this way leads to even bigger safety gains, the study found.

“Speed-camera corridors force drivers to watch their speed for the length of the road, instead of slamming on the brakes at a specific location and then speeding up again,” says Anne McCartt, the Institute’s senior vice president for research and a co-author of the study.

Overall, the county’s camera program in its current form — including the use of corridors and a minor enforcement change that took effect in 2009 — reduces the likelihood of fatal or incapacitating injuries by 39 percent on residential roads with speed limits of 25-35 mph. The estimate of 21,000 fatal or incapacitating injuries that cameras could prevent nationwide is based on that reduction.

The total benefit would likely be even greater because that number doesn’t include any spillover effect. Drivers in Montgomery County seem to have slowed down even on roads that aren’t eligible for automated enforcement. The researchers found that the likelihood of injuries fell 27 percent on 40 mph roads as a result of the camera program on roads with limits of 35 mph or less.

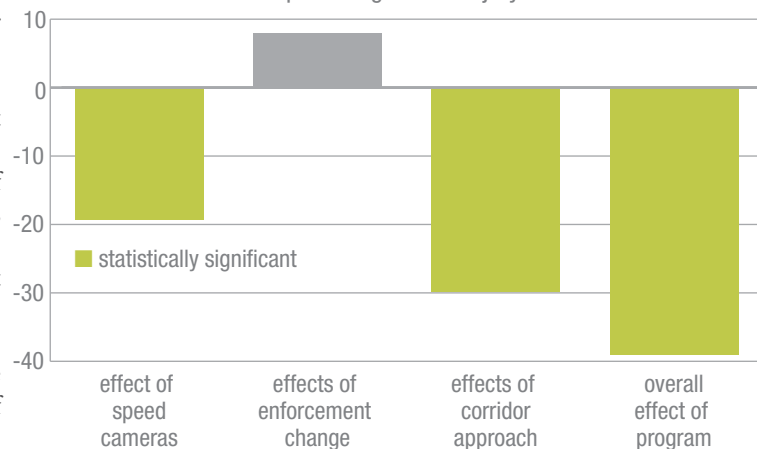
“The IIHS evaluation of our Safe Speed program validates the fact that a well-managed program that properly deploys its speed cameras can effectively change behavior and reduce the likelihood of collisions,” says Capt. Tom Didone, director of the Montgomery County Police Department’s traffic division. “Law enforcement programs across the nation will greatly benefit from this report.”

### Public awareness of cameras

Cameras succeed in changing behavior only if drivers know about them. In Montgomery County, 95 percent of drivers surveyed were

### Effect of speed cameras in Montgomery County, Md.

Percent change in the likelihood a crash on a camera-eligible road will involve an incapacitating or fatal injury



aware of them. More than three-quarters said they had reduced their speed because of the program, and 59 percent had received a speed-camera ticket personally.

Sixty-two percent of drivers surveyed in Montgomery County said they favored speed cameras on residential streets. That means there are supporters even among those who have been ticketed.

For a copy of “Effects of automated speed enforcement in Montgomery County, Maryland, on vehicle speeds, public opinion, and crashes” by W. Hu and A.T. McCartt, email [publications@iihs.org](mailto:publications@iihs.org). ■

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**IIHS** is an independent, nonprofit scientific and educational organization dedicated to reducing the losses — deaths, injuries and property damage — from crashes on the nation's roads.

**HLDI** shares and supports this mission through scientific studies of insurance data representing the human and economic losses resulting from the ownership and operation of different types of vehicles and by publishing insurance loss results by vehicle make and model.

Both organizations are wholly supported by the following auto insurers and funding associations:

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| Colorado Farm Bureau Mutual Insurance Company   | Pekin Insurance                                     |
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| Cotton States Insurance                         | Plymouth Rock Assurance                             |
| COUNTRY Financial                               | Progressive Corporation                             |
| CSAA Insurance Group                            | Pure Insurance Group                                |
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| Florida Farm Bureau Insurance Companies         | Southern Farm Bureau Casualty Insurance Company     |
| Frankenmuth Insurance                           | State Auto Insurance Companies                      |
| Gainsco Insurance                               | State Farm Insurance Companies                      |
| GEICO Corporation                               | Tennessee Farmers Mutual Insurance Company          |
| The General Insurance                           | Texas Farm Bureau Insurance Companies               |
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| Goodville Mutual Casualty Company               | The Travelers Companies                             |
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| Hanover Insurance Group                         | Utica National Insurance Group                      |
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