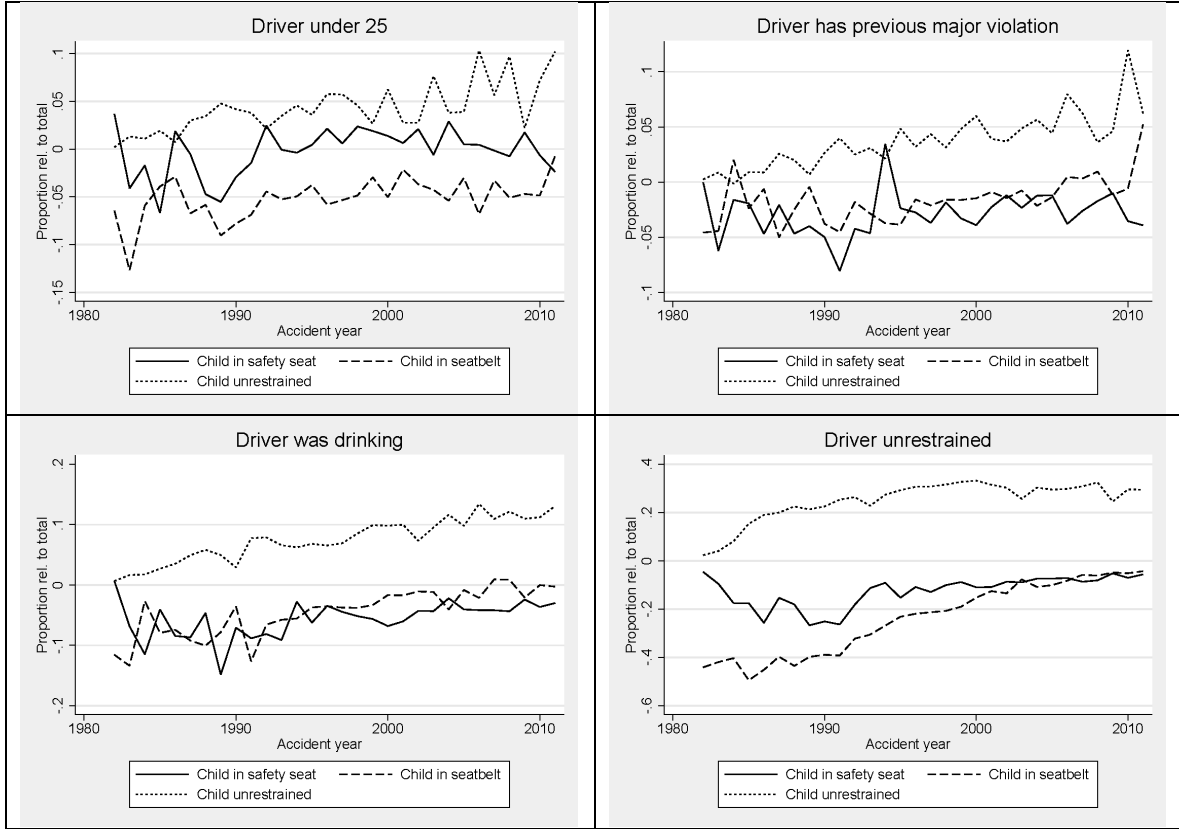


## Online Appendix

**Figure A1: Driver characteristics by child restraint type, relative to overall driver characteristics, 1982-2011**



**Notes:** FARS data, own illustration. The characteristic rates among each restraint use category have been normalized to the characteristic rate among all drivers in the accident year, so that a value of 0 indicates no deviation from the yearly average rate in the sample of all drivers.

***Table A1: Formal t-test of differences in coefficient estimates***

	Levitt (2008)	Jones and Ziebarth (2014)	Difference	p-value
<b>Simple</b>				
Child seat	-0.132	-0.114	-0.018 (0.010)	0.0651
Lap belt	-0.108	-0.108	0.00 (0.010)	1.00
Lap/Shoulder belt	-0.132	-0.129	-0.003 (0.010)	0.7747
<b>Selection-corrected</b>				
Child seat	-0.054	-0.046	-0.008 (0.011)	0.4501
Lap belt	-0.046	-0.048	0.002 (0.010)	0.8414
Lap/Shoulder belt	-0.052	-0.052	0.00 (0.011)	1.00

**Table A2: Improper use results with crash fixed effects**

	Dependent Variable=1 if Fatal Injury, 0 Otherwise	
	Without Sample Selection Correction (1)	With Sample Selection Correction (2)
Child seat improperly used	0.3192* (0.1497)	0.1303 (0.1367)
Seatbelt improperly used	0.2184 (0.1974)	0.1410 (0.1673)
Child seat	-0.2502*** (0.0515)	-0.0634 (0.0767)
Seatbelt	-0.2308*** (0.0482)	-0.0525 (0.0674)
<b>Controls</b>		
Position of child in car; Gender, age of driver, driver belted; Car, model year, vehicle weight, type of crash	Yes	Yes
Year Fixed Effects	Yes	Yes
Crash Fixed Effects	Yes	Yes
Other controls in Levitt (2008)	Yes	Yes
$R^2$	0.8350	0.8787
<b>N</b>	<b>25,622</b>	<b>8,264</b>

**Note:** \*  $p < 0.05$ , \*\*  $p < 0.01$ , \*\*\*  $p < 0.001$ ; data from the Fatality Analysis Reporting System (FARS) for the years 1991-2011. Values in the table show the change in probability of dying in the crash associated with each restraint-type, relative to being unrestrained. Results in columns (1) and (2) are obtained from analyses using the sample of all 2 to 6 year-olds involved in a fatal crash; results in columns (3) and (4) are obtained from analyses using the sample of all 2 to 6 year-olds involved in 2-car fatal crash where someone died in the other car. See Table 1.