We thank Olson et al. (1) for pointing out that they actually did include risk ratios for frontal impacts in their study (2) and for providing an additional table that summarizes their findings regarding frontal impacts. Frontal air bags are engineered to protect occupants by deploying in frontal crashes; thus, examining their performance in frontal crashes is critical for evaluating evolving air bag designs. We would like to correct the sentence in our paper (3) concerning Olson et al. to read as follows: “The study focused primarily on the impact of newer styles of frontal air bags on overall risk of front-occupant deaths in motor vehicle crashes, but it also estimated the effects on deaths in frontal crashes.”

This revised sentence is accurate because Olson et al. stated that “most of our adjusted risk ratio estimates were for crashes with any direction of impact” (2, p. 164); their rationale for focusing on all impact directions was that severe crashes “may not be purely frontal or nonfrontal” (2, p. 164). Accordingly, Olson et al.’s Abstract and Discussion summarized findings for all impact directions combined and presented stratified analyses by age and gender for all impacts combined.

Olson et al. (2) provided important information to assess the overall effects of changes in air bag designs on occupant deaths, including child front-seat passengers, who are most vulnerable to air-bag-induced deaths. They observed significant reductions in risk of death among occupants in frontal crashes when air bags were present, but not among occupants in nonfrontal crashes.

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