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 this mission by analyzing insurance data representing human and economic losses from crashes and other events related to vehicle ownership.

Both organizations are wholly supported by auto insurers.
Few facilities in the world are equipped to conduct a similar range of crash tests.

Rewarding safety

- Good rating in all five crashworthiness tests
- or
- rating for front crash prevention
- Acceptable or Good headlight rating

Automakers can’t hide from crash test ratings
On October 26, 2016, Nissan confirmed the end of production of the Tsuru in Mexico by May 2017.

IIHS testing programs

- Side impact: 2003
- Roof strength: 2009
- 1995 Front moderate overlap
- 2004 Rear (whiplash mitigation)
- 2012 Front small overlap
NEW CRASH TEST RESULTS
Ratings of four large pickups range from good for Toyota Tundra to poor for Ford F-150, Dodge Ram.

2001 Ford F-150 rated POOR in 40 mph moderate overlap test

Ford F-150 improvements
POOR in 2001 ➤ GOOD in 2004
40 mph moderate overlap front crash

40 mph moderate overlap front ratings
By model year, as of March 2017

Nearly all modern vehicles earn GOOD ratings.
Drivers of GOOD-rated vehicles have 46% lower fatality risk than drivers of POOR-rated vehicles.
March 6, 2005
NEW RESULTS OF SIDE IMPACT CRASH TESTS
14 of 16 small cars are rated POOR in test that simulates crash with SUV; none of the 16 is good

2005 Mitsubishi Lancer
POOR

Mitsubishi Lancer improvements
POOR in 2005  GOOD in 2008
31 mph side crash

31 mph side ratings
By model year, as of March 2017

Nearly all modern vehicles earn GOOD ratings.
Drivers of GOOD-rated vehicles have 70% lower fatality risk than drivers of POOR-rated vehicles.
November 21, 2006

2007 TOP SAFETY PICK AWARD WINNERS
Award criteria are tougher; SUVs eligible for first time

Acura MDX improvements  
**POOR** in 2003-06  
**GOOD** in 2007  
10 mph rear impact sled test

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Head restraint ratings  
By model year, as of March 2017

- Nearly all modern vehicles earn **GOOD** ratings.
- Vehicles with seats rated good have neck injury rates in rear crashes that are 15% lower than those with seats rated poor. Rates for neck injuries requiring 3 months of treatment or more are 35% lower in good seats than poor ones.

---

March 24, 2009

**ROOF STRENGTH IS FOCUS OF NEW RATING SYSTEM:**
4 of 12 small SUVs evaluated earn top marks

**GOOD**
- 2009 Volkswagen Tiguan  
  4.4 strength-to-weight ratio

**POOR**
- 2008 Kia Sportage  
  2.4 strength-to-weight ratio

- Simple test of rollover survivability  
- Drivers of GOOD-rated vehicles have 34% lower risk of fatality or serious injury than drivers of POOR-rated vehicles.
Nearly all modern vehicles earn **GOOD** ratings. Drivers of GOOD-rated vehicles have 34% lower fatality risk than drivers of POOR-rated vehicles.
Frontal crash comparison: moderate overlap vs. small overlap

July 30, 2015
Ford F-150 crew cab pickup aces IIHS evaluations, but extended cab struggles in key small overlap test

2015 SuperCrew GOOD  2015 SuperCab MARGINAL
40 mph small overlap front test

Ford F-150 SuperCab improvements
MARGINAL in 2015  GOOD in 2016
40 mph small overlap front test
Expanding the safety marketplace for crash avoidance technology:

Front crash prevention & headlights

September 27, 2013

IIHS issues first crash avoidance ratings under new test program; 7 midsize vehicles earn top marks for front crash prevention

Front crash prevention rating scale for systems offered as standard or optional

- **BASIC**
- **ADVANCED**
- **SUPERIOR**

- Systems that warn of an imminent collision
- Additional points awarded for auto-brake, based on track tests at 12 mph and 25 mph
Front crash prevention ratings
2013-17 models, as of March 2017

20 automakers have committed to making autobrake standard by September 2022
99+% of U.S. market

Headlight testing began in 2016
Measures visibility provided by low beams and high beams on 5 vehicle approaches
Measures glare created by low beams for oncoming drivers
Ratings bonus for high beam assist
2016 BMW 2 series

MARGINAL

IMPROVED: 2017 BMW 2 series

GOOD

2017 headlight ratings

All trims and packages tested as of March 2017

GOOD 11 vehicles
ACCEPTABLE 44 vehicles
MARGINAL 50 vehicles
POOR 50 vehicles

3/29/2017
Promoting child passenger safety: Booster seat & LATCH evaluations

Checking booster fit
Both the lap and should belts must fit correctly

The lap belt should lie flat and on top of the thighs, not higher up on the abdomen.

The shoulder belt should fit snugly across the middle of the child’s shoulder.

GOOD
POOR

GOOD
POOR

Booster ratings
By year

<table>
<thead>
<tr>
<th>Year</th>
<th>BEST BET</th>
<th>GOOD BET</th>
<th>Check fit</th>
<th>Not recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2015</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>2016</td>
<td></td>
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</tbody>
</table>
### 2015 Toyota Prius LATCH rating

**Overall M**

This vehicle has 2 rear seating positions with complete child seat attachment (LATCH) hardware. It has 1 additional seating position with a tether anchor only.

<table>
<thead>
<tr>
<th>Details by seating position</th>
<th>1</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tether anchor</strong></td>
<td>easy to find location</td>
<td>easy to find location</td>
</tr>
<tr>
<td>No other hardware could be confused for anchor</td>
<td>No other hardware could be confused for anchor</td>
<td></td>
</tr>
<tr>
<td>Lower anchors</td>
<td>too deep in seat</td>
<td>too deep in seat</td>
</tr>
<tr>
<td>Not too much force needed to attach</td>
<td>Not too much force needed to attach</td>
<td></td>
</tr>
<tr>
<td>Easy to maneuver around anchors</td>
<td>Easy to maneuver around anchors</td>
<td></td>
</tr>
</tbody>
</table>

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### 2016 Toyota Prius LATCH rating

**Overall G+ WITH EXTRA LATCH**

This vehicle has 2 rear seating positions with complete child seat attachment (LATCH) hardware. It has 1 additional seating position with the ability to borrow lower anchors from the other seating positions.

<table>
<thead>
<tr>
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</tr>
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<td>No other hardware could be confused for anchor</td>
<td></td>
</tr>
<tr>
<td>Lower anchors</td>
<td>can be borrowed from 1 and 3</td>
<td>not too deep in seat</td>
<td>not too deep in seat</td>
</tr>
<tr>
<td>Not too much force needed to attach</td>
<td>Not too much force needed to attach</td>
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More information and links to our YouTube channel & Twitter feed at iihs.org

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