ATTACHMENT: CRASHWORTHINESS EVALUATIONS P.1 OF 1

	FRONT EVALUATION	SIDE EVALUATION	REAR CRASH PROTECTION
NEW FRONT, SIDE, & REAR TESTS **DODGE CALIBER** **Small car** **WITH STANDARD HEAD CURTAIN SIDE AIRBAGS** front, side, & rear: 2007 models	G	M	M
NEW SIDE TEST **TOYOTA CAMRY** **Midsize moderately priced car** **WITH STANDARD HEAD CURTAIN & FRONT TORSO SIDE AIRBAGS** front, side, & rear: 2007 models	G	G	M
NEW FRONT & REAR TESTS **KIA OPTIMA** **Midsize moderately priced car** **WITH STANDARD HEAD CURTAIN & FRONT TORSO SIDE AIRBAGS** front & rear: 2006 models (mfg. after Sept. 2005)	G	not tested	G
NEW SIDE & REAR TESTS **LINCOLN ZEPHYR** **Midsize luxury/near luxury car** **WITH STANDARD HEAD CURTAIN & FRONT TORSO SIDE AIRBAGS** front: 2006 models (mfg. after Jan. 2006) side & rear: all 2006 models	A	A	M
NEW SIDE TEST **TOYOTA RAV4** **Small SUV** **WITH FRONT & SECOND ROW HEAD CURTAIN & FRONT TORSO SIDE AIRBAGS (OPTIONAL IN 2006; STANDARD IN 2007)** front, side, & rear: 2006 models	G	G	M
NEW FRONT & SIDE TESTS **HYUNDAI TUCSON** **KIA SPORTAGE** **Small SUV** **WITH STANDARD HEAD CURTAIN & FRONT TORSO SIDE AIRBAGS** front, side, & rear: 2005-06 models	A	A	P

GOOD G
ACCEPTABLE A
MARGINAL M
POOR P

FOR MORE DETAILED CRASHWORTHINESS EVALUATIONS, GO TO WWW.IIHS.ORG

FRONTAL RATINGS are based on performance in a 40 mph frontal offset crash test into a deformable barrier. **CAUTION:** Frontal ratings cannot be compared across vehicle type and weight categories because the kinetic energy involved in the frontal test depends on the speed and weight of the test vehicle, and the crash is more severe for heavier vehicles. Given equivalent frontal ratings for heavier and lighter vehicles, the heavier vehicle typically will offer better protection in real-world crashes.

SIDE RATINGS are based on performance in a crash test in which the side of the vehicle is struck by a moving deformable barrier with a front end that represents the front of a typical SUV or pickup. The moving barrier strikes the vehicle at 31 mph in a perpendicular impact. **NOTE:** Side ratings can be compared across vehicle type and weight categories while frontal ratings cannot.

REAR CRASH PROTECTION RATINGS are based on a two-step evaluation. In the first step restraint geometry is rated. Seats with good or acceptable geometric ratings then are subjected to a dynamic test. Seats with head restraints rated marginal or poor, based on geometry, aren't tested because they cannot protect taller occupants.