

ATTACHMENT: CRASHWORTHINESS EVALUATIONS P.1 OF 1

	FRONT EVALUATION	SIDE EVALUATION	REAR CRASH PROTECTION
<p align="center">NISSAN VERSA STANDARD SIDE AIRBAGS: CURTAINS FOR HEAD PROTECTION PLUS TORSO BAGS IN FRONT SEATS front and rear: 2007 models side: 2007 models (mfg. after November 2006)</p>	G	G	G
<p align="center">TOYOTA YARIS WITH OPTIONAL SIDE AIRBAGS: CURTAINS FOR HEAD PROTECTION PLUS TORSO BAGS IN FRONT SEATS front, side, and rear: 2007 models</p>	G	G	M
<p align="center">HONDA FIT STANDARD SIDE AIRBAGS: CURTAINS FOR HEAD PROTECTION PLUS TORSO BAGS IN FRONT SEATS front, side, and rear: 2007 models</p>	G	G	P
<p align="center">PREVIOUSLY TESTED MINI COOPER STANDARD SIDE AIRBAGS: TUBULAR FOR HEAD PROTECTION PLUS TORSO BAGS IN FRONT SEATS front and rear: 2002-06 models side: 2006 models (mfg. after December 2005) Note: This car was tested previously. It's being redesigned, and the Institute will test a 2007 model when it's available.</p>	G	A	M
<p align="center">CHEVROLET AVEO STANDARD SIDE AIRBAGS: COMBINATION HEAD/TORSO BAGS IN FRONT SEATS front, side, and rear: 2007 models</p>	A	M	P
<p align="center">SCION xB SIDE AIRBAGS UNAVAILABLE front, side, and rear: 2004-06 models</p>	G	P	M
<p align="center">TOYOTA YARIS WITHOUT OPTIONAL SIDE AIRBAGS front, side, and rear: 2007 models</p>	G	P	M
<p align="center">HYUNDAI ACCENT KIA RIO STANDARD SIDE AIRBAGS: CURTAINS FOR HEAD PROTECTION PLUS TORSO BAGS IN FRONT SEATS front, side, and rear: 2006-07 models</p>	A	P	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.