

# Verified manufacturer tests: eligibility policy

October 2024



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## Overview and procedures

The verified manufacturer test program allows a manufacturer to obtain ratings in certain tests and take appropriate credit for advertising purposes soon after a new design reaches the marketplace. The program also enables IIHS to quickly get objective safety information to consumers.

Once qualifying new designs are identified, we provide submission materials, including a data template and a letter outlining specific requirements for that model and test mode, to a designated representative of the original equipment manufacturer (OEM).

We request detailed test data from a production-representative vehicle to validate the ratings. For crash tests, submissions must include video, photos, intrusion data, and dummy sensor time history data. For pedestrian front crash prevention, also known as pedestrian automatic emergency braking (P-AEB), and vehicle-to-vehicle front crash prevention (FCP), video is required along with speed data and time-to-collision data for the warning function. Additional data and video may be requested for clarification following the initial submission.

IIHS retains only summary metrics for publication; all detailed test data are submitted confidentially and are destroyed after a final rating is determined.

## Which vehicles require new tests for ratings?

Some vehicles can be assigned ratings without manufacturer or in-house tests, as detailed below.

Every year, we request information from each manufacturer's designated representative about the lineup for the upcoming model year, including design changes or the lack thereof, and verify this information using public sources. Ratings carry over from one model year to the next if there have been no substantial design changes that would affect the rating.

On a case-by-case basis, we also extend existing ratings from gasoline, diesel, or gas-electric hybrid models to plug-in hybrid variants on the same platform after we examine drawings and descriptions provided by the manufacturer. We may extend ratings to corporate twins in the same manner, using engineering judgment to determine whether they are similar enough. In general, crashworthiness ratings are extended if there are no substantive differences in vehicle structure, restraints, or weight. P-AEB and FCP ratings are extended if the automatic emergency braking hardware and software and the vehicles' braking performance are the same. Headlight ratings are extended if the headlamps are identical and mounted in the same location with the same aim.

Ratings are not extended to fully electric variants.

## Which test modes qualify for verified manufacturer testing?

The tests that a manufacturer can submit for verification vary depending on whether the vehicle is

- a redesign of a model that was previously rated by IIHS,
- a completely new model from an established manufacturer for which IIHS carries some ratings, or
- a model from a new manufacturer that has no existing relationship with IIHS.

Redesigns include direct successors even if they do not retain the same model names.

Table 1 shows which categories of vehicles qualify for verified manufacturer testing in which test modes.

IIHS does not accept manufacturer tests for the moderate overlap front 2.0 evaluation or for headlights, and, therefore, they are omitted from the table.

**Table 1**

Tests that can be submitted for verification, depending on the history of the vehicle and the manufacturer’s relationship with IIHS

<i>Vehicle history</i>	<b>Moderate overlap 1.0</b>	<b>Side 2.0</b>	<b>Driver-side small overlap</b>	<b>Passenger-side small overlap</b>	<b>Vehicle-to-vehicle front crash prevention 2.0</b>	<b>Pedestrian automatic emergency braking</b>
Previously rated vehicle	Yes <sup>a</sup>	Yes	Yes	Yes	Yes <sup>b</sup>	Yes <sup>b</sup>
New vehicle, not previously rated, from OEM with an IIHS track record	Yes <sup>a</sup>	Yes	No	Yes <sup>c</sup>	Yes <sup>b</sup>	Yes <sup>b</sup>
New vehicle from OEM without an IIHS track record	No	No	No	Yes <sup>c</sup>	No	No

<sup>a</sup>Until November 26, 2024. After that date, this test will be discontinued.

<sup>b</sup>Only if multiple models from this OEM have earned a good or acceptable (previously superior or advanced) rating in either the P-AEB (current or original, daytime) or original vehicle-to-vehicle FCP tests.

<sup>c</sup>Only if the vehicle earned a good rating in the driver-side small overlap test conducted by IIHS.