



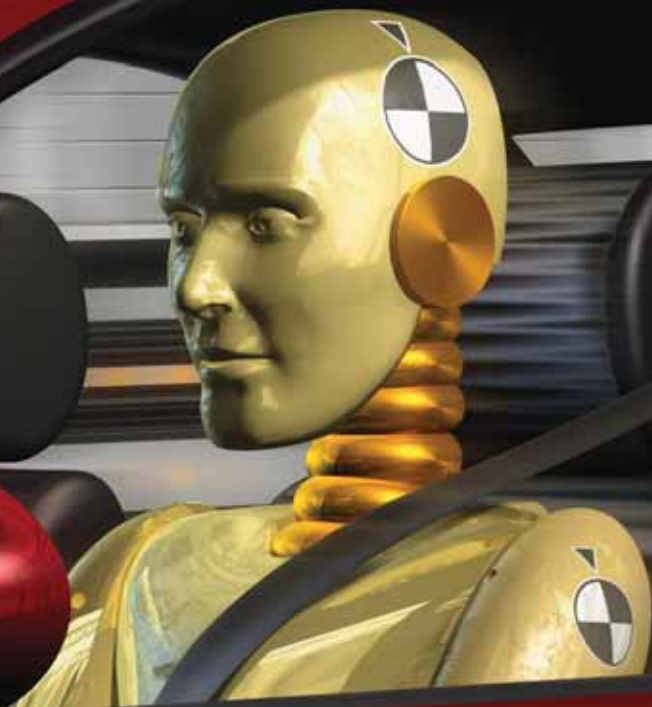
21st Century  
Insurance

# CRASH TEST RATINGS GUIDE

## YEAR 2006 MODEL CARS



INCLUDES  
**TOP 10**  
BEST PICKS



## SHOPPING FOR A SAFER CAR

If you're like most people shopping for a new car, safety ranks high among your purchase considerations. Every new passenger vehicle must meet federal standards specifying minimum safety levels, but this doesn't mean all cars are equally safe. There still are important safety differences.

Identifying the safest car on the road is impossible, but it is possible to shop for a safer car because some vehicle characteristics are inherently safer than others, and many automakers offer safety features beyond the required minimums.

**Crashworthiness** – The most important safety features are those that reduce the risk of death or serious injury when a crash occurs. This aspect of vehicle design is referred to as crashworthiness.

**Vehicle Structural Design** – A good structural design should have a strong occupant compartment, known as the safety cage, and front and rear ends designed to buckle and bend in a crash to absorb the force of the crash. It's important for these crush zones to keep damage away from the safety cage because, once this cage begins to collapse, the likelihood of injury increases rapidly. If it's effectively designed, a longer crush zone lowers both the likelihood of damage to the occupant compartment and the crash forces inside it.

**Vehicle Size and Weight** – Vehicle size and weight are important characteristics that influence crashworthiness. The laws of physics dictate that larger and heavier vehicles are safer than smaller and lighter ones. In relation to their numbers on the road, small cars have more than twice as many occupant deaths each year as large cars.

**Restraint Systems** – Belts, airbags and head restraints all work together with a vehicle's structure to protect people in serious crashes. Lap/shoulder belts hold you in place, reducing the chance you'll slam into something hard or get ejected from a crashing vehicle. In frontal crashes, belts permit you to decelerate with the safety cage as the crush zone buckles and bends. If you aren't belted, you'll continue moving forward until something suddenly stops you – often a hard interior surface that can cause injury.

**Anti-lock Brakes** – When a driver brakes hard with conventional brakes, the wheels may lock and cause skidding, loss of control, and long stopping distances on wet or slippery roads. Anti-lock brakes pump brakes automatically, many times a second, to prevent lockup and enable a driver to maintain steering control. If you were trained to brake gently on slippery roads or pump your brakes to avoid a skid, you may have to “unlearn” these habits and use hard, continuous brake pressure to activate the anti-lock feature.

# TOP 21 MOST FREQUENTLY STOLEN PASSENGER VEHICLES\*

Rank	Year, Make, Model
1	1999 Acura Integra
2	2002 BMW M Roadster
3	1998 Acura Integra
4	1991 GMC V2500
5	2002 Audi S4
6	1996 Acura Integra
7	1995 Acura Integra
8	2004 Mercury Marauder
9	1997 Acura Integra
10	1992 Mercedes-Benz 600
11	2001 Acura Integra
12	1989 Chevrolet R25
13	1993 Cadillac Fleetwood
14	1994 Acura Integra
15	1996 Lexus GS
16	2000 Acura Integra
17	1999 Mercedes-Benz CL
18	1996 Lexus SC
19	2004 Cadillac Escalade
20	1996 BMW 750
21	1998 Land Rover Range

**Every 26 seconds, a motor vehicle is stolen in the United States.**

\*Source: CCC Information Services, Inc. (2004 ) and [www.iii.org](http://www.iii.org).

# Car Seats Save Lives!

**Use the proper restraint for the age and size of the child.**

**The National Highway Traffic Safety Administration recommends:**

- Never place a rear-facing child safety seat in the front seat where an active passenger air bag is present.
- Keep children rear-facing as long as possible.
- Children who have outgrown their 5-point harness system should use a belt-positioning booster seat.
- Children between 40-80 pounds should ride in the back seat in a belt-positioning booster seat, which uses the adult lap and shoulder belt. Booster seats should be used until the adult seat belt system fits children properly.
- All children 12 and under should ride in the back seat.

- Motor vehicle crashes are the leading cause of death for children ages 3 to 14.
- Most of these deaths occur among children traveling as passenger vehicle occupants, and proper restraint use can reduce these fatalities.
- Child safety seats reduce the risk of fatal injury by 71 percent for infants and by 54 percent for toddlers in passenger cars.
- Children in rear-facing child safety seats should not be placed in the front seat of vehicles with passenger air bags.
- The impact of a deploying air bag on a rear-facing child safety seat could injure the child.
- Children age 12 and younger are safest when properly buckled in the back seat of a motor vehicle.

## **CHILD SAFETY SEATS** **A PARENT'S GUIDE**

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State-specific Child Safety Seat Guides are available for free download at [21st.com/safety](https://www.21st.com/safety)


























# TOP 10 SAFETY PICKS 2006:

	Make & Model	Offset Crash Test Performance		
		Front Evaluation	Side Evaluation	Rear Crash Protection
Midsize Moderately Priced Cars	<b>GOLD</b> <b>Subaru Legacy</b> 2006 Models Tested with standard side airbags	<b>G</b>	<b>G</b>	<b>G</b>
	<b>SILVER</b> <b>Volkswagen Passat</b> 2006 Models Tested with standard side airbags	<b>G</b>	<b>G</b>	<b>A</b>
	<b>SILVER</b> <b>Audi A3</b> 2006 Models Tested with standard side airbags	<b>G</b>	<b>G</b>	<b>A</b>
	<b>SILVER</b> <b>Volkswagen Jetta</b> 2006 Models Tested with standard side airbags	<b>G</b>	<b>G</b>	<b>A</b>
	<b>SILVER</b> <b>Chevrolet Malibu</b> 2006 Models Tested with optional side airbags	<b>G</b>	<b>G</b>	<b>A</b>
Large Luxury Cars	<b>SILVER</b> <b>Audi A6</b> 2006 Models Tested with standard side airbags	<b>G</b>	<b>G</b> <sup>1</sup>	<b>A</b>
NOTES: 1. Side test requested by the manufacturer.				
Large Family Cars	<b>GOLD</b> <b>Ford Five Hundred, Mercury Montego</b> 2006 Models Tested with optional side airbags	<b>G</b>	<b>G</b> <sup>1</sup>	<b>G</b>
NOTES: 1. Side test requested by the manufacturer.				
Small Cars	<b>GOLD</b> <b>Honda Civic</b> 2006 Models Tested with standard side airbags	<b>G</b>	<b>G</b>	<b>G</b>
Midsize Luxury/ Near-Luxury Cars	<b>GOLD</b> <b>Saab 9-3</b> 2006 Models Tested with standard side airbags	<b>G</b>	<b>G</b>	<b>G</b>
	<b>SILVER</b> <b>Audi A4</b> 2006 Models (mfg. after Nov. 2005) Tested with standard side airbags	<b>G</b> <sup>1</sup>	<b>G</b> <sup>1</sup>	<b>A</b> <sup>1</sup>










NOTES: 1. Restriction on month of manufacture of 2006 models applies only to rear crash rating.

= Best Pick   **G** = Good   **A** = Acceptable   **M** = Marginal   **P** = Poor

# CRASHWORTHINESS EVALUATION RESULTS:














	Make & Model	Offset Crash Test Performance		
		Front	Side	Rear
Large Luxury Cars	<b>Infiniti M35/M45</b> 2006 Models Tested with standard side airbags		 <sup>1</sup>	
	<b>Volvo S80</b> 2006 Models		Not Tested	
	<b>Lincoln LS</b> 2006 Models		Not Tested	
	<b>BMW 5 Series</b> 2006 Models		Not Tested	
	<b>Mercedes E Class</b> 2006 Models		Not Tested	 <sup>2</sup>
	<b>Acura RL</b> 2006 Models		Not Tested	
	<b>Infiniti Q45</b> 2006 Models		Not Tested	
	<b>Lexus GS</b> 2006 Models		Not Tested	
	<b>Lexus LS 430</b> 2006 Models		Not Tested	
	<b>Lincoln Town Car</b> 2006 Models		Not Tested	
	<b>Cadillac CTS</b> 2006 Models		Not Tested	
	<b>Cadillac STS</b> 2006 Models		Not Tested	

NOTES: 1. Side test requested by the manufacturer.  
2. Rear crash protection given for 2005 models.













Midsize Luxury/ Near-Luxury Cars	<b>Acura TL</b> 2006 Models Tested with standard side airbags			
	<b>Lexus ES 330</b> 2006 Models Tested with standard side airbags			
	<b>Volvo S60</b> 2006 Models Tested with standard side airbags			

 = Good     = Acceptable     = Marginal     = Poor













# CRASHWORTHINESS EVALUATION RESULTS:

	Make & Model	Offset Crash Test Performance		
		Front	Side	Rear
Midsize Luxury/ Near-Luxury Cars (continued)	<b>Saab 9-5</b> 2006 Models Tested with standard side airbags			
	<b>Mercedes C Class</b> 2006 Models Tested with standard side airbags			 <sup>1</sup>
	<b>Jaguar X-Type</b> 2006 Models Tested with standard side airbags			
	<b>Acura TSX</b> 2006 Models		Not Tested <sup>2</sup>	
	<b>Infiniti G35</b> 2006 Models		Not Tested <sup>2</sup>	

NOTES: 1. Rear crash protection given for 2005 models; the 2006 models will be tested in early 2006.  
2. Design changes underway.

Large Family Cars	<b>Chrysler 300, Dodge Charger</b> 2006 Models		Not Tested	 <sup>1</sup>
	<b>Kia Amanti</b> 2006 Models		Not Tested	
	<b>Ford Taurus</b> 2006 Models		Not Tested <sup>2</sup>	
	<b>Ford Crown Victoria, Mercury Grand Marquis</b> 2006 Models		Not Tested	
	<b>Buick LaCrosse, Pontiac Grand Prix</b> 2006 Models		Not Tested	
	<b>Toyota Avalon</b> 2006 Models		Not Tested	

NOTES: 1. Rear crash protection rating applies only to Chrysler 300 (Charger not tested).  
2. Taurus to be dropped after 2006.

























Midsize Moderately Priced Cars	<b>Toyota Camry</b> 2006 Models Tested with optional side airbags			
	<b>Honda Accord</b> 2006 Models Tested with standard side airbags		 <sup>1</sup>	
	<b>Mitsubishi Galant</b> 2006 Models Tested with standard side airbags			
	<b>Volvo S40</b> 2006 Models Tested with standard side airbags			

NOTES: 1. 2004 model tested had optional side airbags; side airbags standard in 2005-06 models.



















 = Good     = Acceptable     = Marginal     = Poor



# CRASHWORTHINESS EVALUATION RESULTS:

































		Offset Crash Test Performance		
Make & Model		Front	Side	Rear
Midsize Moderately Priced Cars (continued)	<b>Nissan Maxima</b> 2006 Models Tested with standard side airbags			
	<b>Suzuki Verona</b> 2006 Models Tested with standard side airbags			
	<b>Nissan Altima</b> 2006 Models Tested without optional side airbags			
	<b>Chevrolet Malibu</b> 2006 Models Tested without optional side airbags			
	<b>Toyota Camry</b> 2006 Models Tested without optional side airbags			
	<b>Mazda 6</b> 2006 Models Tested without optional side airbags			
	<b>Dodge Stratus, Chrysler Sebring</b> 2006 Models Tested without optional side airbags			
	<b>Hyundai Sonata, Kia Optima</b> 2005 Models Tested with standard side airbags	 <sup>2</sup>	 <sup>2</sup>	 <sup>2</sup>

NOTES: 2. Hyundai Sonata redesigned for 2006. 2006 Kia Optima has not yet been redesigned; 2005 model's ratings carry over to 2006.







Small Cars	<b>Chevrolet Cobalt</b> 2006 Models Tested with optional side airbags			
	<b>Toyota Corolla</b> 2006 Models Tested with optional side airbags			
	<b>Chevrolet Cobalt</b> 2006 Models Tested without optional side airbags			
	<b>Volkswagen New Beetle</b> 2006 Models Tested with standard side airbags			
	<b>Suzuki Aerio</b> 2006 Models Tested with standard side airbags			
	<b>Mazda 3</b> 2006 Models Tested without optional side airbags			





 = Good     = Acceptable     = Marginal     = Poor

# CRASHWORTHINESS EVALUATION RESULTS:











































		Offset Crash Test Performance		
Make & Model		Front	Side	Rear
Small Cars (continued)	<b>Mitsubishi Lancer</b> 2006 Models Tested without optional side airbags			
	<b>Ford Focus</b> 2006 Models Tested without optional side airbags			 <sup>1</sup>
	<b>Hyundai Elantra</b> 2006 Models Tested with standard side airbags			
	<b>Toyota Corolla</b> 2006 Models Tested without optional side airbags			
	<b>Kia Spectra</b> 2006 Models Tested with standard side airbags			
	<b>Saturn ION</b> 2006 Models Tested with optional side airbags			
	<b>Saturn ION</b> 2006 Models Tested without optional side airbags			
	<b>Suzuki Forenza, Suzuki Reno</b> 2006 Models Tested with standard side airbags		 <sup>2</sup>	 <sup>2</sup>
	<b>Nissan Sentra</b> 2006 Models Tested without optional side airbags			
	<b>Subaru Impreza</b> 2006 Models		Not Tested <sup>3</sup>	
<b>Mini Cooper</b> 2006 Models		Not Tested <sup>3</sup>		
<b>Volkswagen Golf</b> 2006 Models		Not Tested <sup>4</sup>	Not Tested <sup>4</sup>	

- NOTES: 1. Rear crash protection given for 2005 models.  
 2. Side and rear ratings apply only to Forenza.  
 3. Side design changes implemented for 2006; to be tested in early 2006.  
 4. Design changes underway; to be tested later in 2006.

Luxury SUVs	<b>Volvo XC90</b> 2006 Models		Not Tested	
	<b>BMW X5</b> 2006 Models		Not Tested	
	<b>Acura MDX</b> 2006 Models		Not Tested	

-  = Good     = Acceptable     = Marginal     = Poor  
 = Uncolored Box: Model tested not for model year listed here.


# CRASHWORTHINESS EVALUATION RESULTS:

		Offset Crash Test Performance		
Make & Model		Front	Side	Rear
Luxury SUVs (continued)	<b>Lexus GX 470</b> 2006 Models		Not Tested	
	<b>Infiniti FX</b> 2006 Models		Not Tested	
	<b>Lexus RX 330, Lexus RX 400h</b> 2006 Models		Not Tested	
	<b>Cadillac SRX</b> 2006 Models		Not Tested	
Midsize SUVs	<b>Toyota 4Runner</b> 2006 Models		Not Tested	
	<b>Ford Freestyle</b> 2006 Models		Not Tested	
	<b>Nissan Murano</b> 2006 Models		Not Tested	
	<b>Chrysler Pacifica</b> 2006 Models		Not Tested	 
	<b>Suzuki Grand Vitara XL-7</b> 2006 Models		Not Tested	
	<b>Toyota Highlander</b> 2006 Models		Not Tested	
	<b>Mitsubishi Endeavor</b> 2006 Models		Not Tested	 
	<b>Kia Sorento</b> 2006 Models		Not Tested	
	<b>Buick Rendezvous</b> 2006 Models		Not Tested	
	<b>Mitsubishi Montero</b> 2006 Models		Not Tested	
	<b>Jeep Liberty</b> 2006 Models		Not Tested	 
Small SUVs	<b>Toyota RAV4</b> 2005 Models Tested with optional side airbags	 <sup>1</sup>	 <sup>1</sup>	 <sup>1</sup>
	<b>Honda CR-V</b> 2006 Models Tested with standard side airbags			
	<b>Subaru Forester</b> 2006 Models Tested with standard side airbags			







































NOTES: 1. A redesigned, larger RAV4 will be a 2006 model.






 = Good     = Acceptable     = Marginal     = Poor

 = Uncolored Box: Model tested not for model year listed here.






































 = Active Restraint - designed to move closer to the backs of occupants' heads in rear-end crashes.

# CRASHWORTHINESS EVALUATION RESULTS:

		Offset Crash Test Performance		
Make & Model		Front	Side	Rear
Small SUVs (continued)	<b>Hyundai Santa Fe</b> 2006 Models Tested with standard side airbags			
	<b>Ford Escape, Mazda Tribute, Mercury Mariner</b> 2006 Models Tested with optional side airbags			 
	<b>Jeep Wrangler</b> 2006 Models No side airbags available			
	<b>Mitsubishi Outlander</b> 2006 Models Tested without optional side airbags			
	<b>Honda Element</b> 2006 Models Tested without optional side airbags			
	<b>Toyota RAV4</b> 2005 Models Tested without optional side airbags	 <sup>1</sup>	 <sup>1</sup>	 <sup>1</sup>
	<b>Saturn VUE</b> 2006 Models Tested without optional side airbags			
	<b>Ford Escape, Mazda Tribute, Mercury Mariner</b> 2006 Models Tested without optional side airbags			 
NOTES: 1. A redesigned, larger RAV4 will be a 2006 model.				
Small Pickups	<b>Toyota Tacoma</b> 2006 Models		Not Tested	
	<b>Nissan Frontier</b> 2006 Models		Not Tested	
	<b>Chevrolet Colorado, GMC Canyon, Isuzu i280</b> 2006 Models		Not Tested	
	<b>Dodge Dakota, Mitsubishi Raider</b> 2006 Models		Not Tested	
	<b>Ford Ranger, Mazda B Series</b> 2006 Models	 <sup>1</sup>	Not Tested	
	<b>Ford Ranger, Mazda B Series</b> 2006 Models	 <sup>2</sup>	Not Tested	
NOTES: 1. Extended cab models. 2. Regular cab models.				

 = Good   
  = Acceptable   
  = Marginal   
  = Poor  
 = Uncolored Box: Model tested not for model year listed here.


# CRASHWORTHINESS EVALUATION RESULTS:

		Offset Crash Test Performance		
Make & Model		Front	Side	Rear
Large Pickups	<b>Ford F-150</b> 2006 Models		Not Tested	
	<b>Nissan Titan</b> 2006 Models		Not Tested	 
	<b>Toyota Tundra</b> 2006 Models		Not Tested	 
	<b>Chevrolet Silverado 1500, GMC Sierra 1500</b> 2006 Models		Not Tested	  
Minivans	<b>Honda Odyssey</b> 2006 Models Tested with standard side airbags			
	<b>Toyota Sienna</b> 2006 Models Tested with standard side airbags		 <sup>1</sup>	
	<b>Nissan Quest</b> 2006 Models Tested with standard and additional optional side airbags			
	<b>Nissan Quest</b> 2006 Models Tested with standard but without additional optional side airbags			
	<b>Ford Freestar, Mercury Monterey</b> 2006 Models Tested with optional side airbags		 <sup>2</sup>	
	<b>Ford Freestar, Mercury Monterey</b> 2006 Models Tested without optional side airbags		 <sup>2</sup>	
	<b>Mazda MPV</b> 2006 Models Tested without optional side airbags			
	<b>Chevrolet Uplander, Buick Terraza, Pontiac Montana SV6, Saturn RELAY</b> 2006 Models		Not Tested <sup>3</sup>	
	<b>Dodge Grand Caravan, Chrysler Town &amp; Country</b> 2006 Models		Not Tested <sup>3</sup>	

NOTES: 1. 2005 model tested had optional side airbags; side airbags standard in 2006 models.

2. Side airbags are standard in the 2006 Mercury Monterey, so only the side impact crash test ratings for the Freestar with side airbags apply to the Monterey.

3. Design changes underway; to be tested in early 2006.

 = Good     = Acceptable     = Marginal     = Poor

 = Uncolored Box: Model tested not for model year listed here.





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