

Rating extension and verified manufacturer testing policies

Version II

August 2025



Insurance Institute for Highway Safety

988 Dairy Road

Ruckersville, VA 22968

researchpapers@iihs.org

+1 434 985 4600

iihs.org



Document revision history

The text of Version I was revised for clarity. Also, its title was updated to *Rating extension and verified manufacturer testing policies*.

Overview

The Insurance Institute for Highway Safety (IIHS) assigns ratings to vehicles on the basis of in-house tests or data from verified manufacturer tests or by extending existing ratings to additional model years or related models as appropriate.

Our rating extension procedures ensure that IIHS information remains current and useful to consumers and allows manufacturers to take appropriate credit for advertising purposes. Similarly, the verified manufacturer test program enables IIHS to assign ratings to a new or redesigned vehicle soon after it reaches the market.

Rating extensions

Most vehicles that have been previously rated or are closely related to a previously rated vehicle do not require new tests every model year unless they have been redesigned.

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. We verify this information using public sources. Ratings extend from one model year to the next if there have been no substantial design changes that would affect IIHS test results.

Beyond model year extensions, ratings can also be extended from one model to another under certain circumstances. For example, we use engineering judgment to determine whether corporate twins are similar enough to share ratings. Ratings can also be shared between joint venture nameplates, but we do not extend ratings across vehicle classes (from an SUV to a car, for example).

In our ratings, we group regular (non-plug-in) gas-electric hybrids with conventional vehicles. On a case-by-case basis, we extend existing ratings from gasoline, diesel, or gas-electric hybrid models to plug-in hybrid variants on the same platform after we examine comparative drawings and descriptions provided by the manufacturer. We also look at test data if available. Ratings are not extended to fully electric variants from other drivetrains and vice versa.

In general, crashworthiness ratings are extended if there are no substantive differences in vehicle structure, restraints (including seats and belt anchorages), or weight. Based on comparisons of ride height, wheelbase, and occupant position(s) within the vehicle, we determine whether structural response, occupant kinematics, and injury values would likely be equivalent for a particular test mode.

For pedestrian front crash prevention, also known as pedestrian automatic emergency braking (P-AEB), and vehicle-to-vehicle front crash prevention (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.

Manufacturer testing

When vehicles require new tests to be assigned ratings, they may be eligible 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.

Tables 1 shows which categories of vehicles qualify for verified manufacturer testing in each of the four current crashworthiness test modes.

Table 1

Crashworthiness tests that can be submitted for verification, depending on the history of the vehicle and the manufacturer's track record with IIHS

Vehicle history	Moderate overlap frontal 2.0	Driver-side small overlap frontal	Passenger-side small overlap frontal	Side impact 2.0
Previously rated vehicle	No	Yes	Yes	Yes
New vehicle, not previously rated, from manufacturer with an IIHS track record	No	Yes ^a	Yes ^b	Yes
New vehicle from manufacturer without an IIHS track record	No	No	Yes ^b	No

^aThe manufacturer may submit test data for driver-side small overlap only if the vehicle has been or will be tested in the moderate overlap frontal 2.0 test.

^bThe manufacturer may submit test data for passenger-side small overlap only if the vehicle has earned a good rating in the driver-side small overlap test.

For crash avoidance ratings, a manufacturer may submit FCP or P-AEB test data for any vehicle, including previously unrated ones, if multiple models from the same manufacturer have earned a good or acceptable (previously superior or advanced) rating from IIHS in current or past FCP or P-AEB tests. IIHS does not accept manufacturer tests for headlights.

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 manufacturer.

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 P-AEB and FCP ratings, 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.