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# TO: NEWS PRODUCERS, ASSIGNMENT EDITORS AND AUTO REPORTERS

***\*\* EMBARGOED UNTIL 12:01AM ET ON WEDNESDAY, OCTOBER 27, 2021 \*\****

**MULTIVU VIDEO FEED: SMALL SUVS STRUGGLE IN NEW, TOUGHER SIDE IMPACT CRASH TEST**

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| **SATELLITE FEEDS:** | |
| **Wednesday, October 27th 2021** | |
| **10:30 AM – 11:00 AM ET** | |
| **SD COORDINATES** | **HD COORDINATES** |
| **Galaxy 17** | **Galaxy 17** |
| **Transponder 04 – Slot 4** | **Transponder 04 – Lower** |
| **KU-Band** | **KU-Band** |
| **Downlink Freq: 11783 Vertical** | **Downlink Freq: 11771 Vertical** |
| **Bandwidth 6 MHz** | **Bandwidth 18 MHz** |
| **Symbol Rate: 3.9787** | **Symbol Rate: 13.235** |
| **Data Rate: 5.5** | **Data Rate: 18.2954** |
| **FEC: 3/4** | **FEC: 3/4** |
|  | |
| **Wednesday, October 27th 2021** | |
| **1:30 PM – 2:00 PM ET** | |
| **SD COORDINATES** | **HD COORDINATES** |
| **Galaxy 17** | **Galaxy 17** |
| **Transponder 04 – Slot 4** | **Transponder 04 – Lower** |
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**NEWS:** The Insurance Institute for Highway Safety is introducing a new, tougher side crash test to address higher-speed crashes that continue to cause fatalities

**FORMAT:** B-roll

**ADDITIONAL RESOURCES:** Video, hard copy requests, downloadable MPEG4, contact information and more available at <https://www.multivu.com/players/English/89735141-IIHS-Updated-Side-Crash-Test>

**STORY SUMMARY:**

The Insurance Institute for Highway Safety is introducing a new, tougher side crash test to address higher-speed crashes that continue to cause fatalities. In the first tests of 2020-21 vehicles, only one out of 20 small SUVs, the 2021 Mazda CX-5, earns a good rating.

Nine vehicles earn acceptable ratings: the Audi Q3, Buick Encore, Chevrolet Trax, Honda CR-V, Nissan Rogue, Subaru Forester, Toyota RAV4, Toyota Venza and Volvo XC40.

Eight others — the Chevrolet Equinox, Ford Escape, GMC Terrain, Hyundai Tucson, Jeep Compass, Jeep Renegade, Kia Sportage and Lincoln Corsair — earn marginal ratings. Two more, the Honda HR-V and Mitsubishi Eclipse Cross, receive poor ratings.

All but one of the tested vehicles was a 2021 model. Mitsubishi skipped the 2021 model year for the Eclipse Cross, so the 2020 model was tested. With the exception of the Compass and the Tucson, the ratings carry over to 2022 models.

The ratings highlight a wide range of performance among vehicles built to excel in an earlier version of the side test.

The updated side test uses a heavier barrier traveling at a higher speed to simulate the striking vehicle. The new barrier weighs 4,180 pounds — close to the weight of today’s midsize SUVs — and strikes the test vehicle at 37 mph, compared with a 3,300-pound barrier traveling at 31 mph in the original evaluation. Together, those two changes mean it involves 82 percent more energy. The honeycomb striking surface of the new barrier also has a different design that acts more like a real SUV or pickup when it hits another vehicle.

**B-ROLL INCLUDES:** Crash test and other related footage, soundbites from David Harkey, president, Insurance Institute for Highway Safety

**SOURCE:** Insurance Institute for Highway Safety

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