


Midsize 4-door SUVs	FRONT EVALUATION	SIDE EVALUATION	REAR CRASH PROTECTION	ELECTRONIC STABILITY CONTROL
 <p>NISSAN MURANO WITH FRONT AND REAR HEAD CURTAIN AIRBAGS & FRONT TORSO AIRBAGS front, side, and rear: 2009 models</p>	G	G	G	standard
<p>MAZDA CX-7 WITH FRONT AND REAR HEAD CURTAIN AIRBAGS & FRONT TORSO AIRBAGS front, side, and rear: 2007-08 models</p>	G	G	M	standard
<p>MAZDA CX-9 WITH HEAD CURTAIN AIRBAGS FOR ALL THREE ROWS OF SEATS & FRONT TORSO AIRBAGS front, side, and rear: 2007-08 models</p>	G	G	M	standard
<p>MITSUBISHI ENDEAVOR WITH FRONT AND REAR HEAD CURTAIN AIRBAGS & FRONT TORSO AIRBAGS front: 2004-08 models side and rear: 2007-08 models</p>	G	G	P	standard
<p>SUZUKI XL7 WITH HEAD CURTAIN AIRBAGS FOR ALL THREE ROWS OF SEATS front: 2008 models side and rear: 2007-08 models</p>	G	A	M	standard
<p>HUMMER H3 WITH FRONT AND REAR HEAD CURTAIN AIRBAGS (STANDARD IN 2008 MODELS; OPTIONAL IN 2006-07 MODELS) front, side, and rear: 2006-08 models</p>	A	A	P	standard
<p>JEEP WRANGLER WITHOUT OPTIONAL SIDE AIRBAGS front, side, and rear: 2007-08 models</p>	G	M	M	standard
<p>JEEP LIBERTY DODGE NITRO WITH FRONT AND REAR HEAD CURTAIN AIRBAGS front, side, and rear: 2008 Liberty models and 2007-08 Nitro models</p>	G	M	P	standard
<p>KIA SORENTO WITH FRONT AND REAR HEAD CURTAIN AIRBAGS front and rear: 2007-08 models side: 2003-08 models</p>	G	P	G	standard



ORDER OF VEHICLES REFLECTS RATINGS IN FRONT, SIDE, AND REAR TESTS
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.