

# INSURANCE INSTITUTE FOR HIGHWAY SAFETY

## NEWS RELEASE

December 10, 2002

VNR: Dec. 10, 1-1:30 p.m. EST, (C) Telstar 5/Trans. 24

### **NEW CRASH TEST RESULTS: FIVE OUT OF FIVE CARS EARN 'BEST PICK' DESIGNATIONS FOR FRONTAL CRASHWORTHINESS**

ARLINGTON, VA — In recent frontal offset crash tests of new or redesigned small and mid-size cars, every vehicle received the top rating of good and earned a "best pick" designation. The tested cars include three small models (2002 Suzuki Aerio, 2003 Toyota Corolla, and 2002 Mini Cooper) and two midsize cars (2003 Honda Accord, an inexpensive model, and the moderately priced 2002 Audi A4).

The Institute's ratings (attached) reflect performance in a 40 mph frontal offset crash test into a deformable barrier. Based on the results of this test, the Institute evaluates the crashworthiness of passenger vehicles, assigning each vehicle a rating of good, acceptable, marginal, or poor. The better performers among the vehicles with good ratings also are designated "best picks." (For crashworthiness results for hundreds of passenger vehicles, go to [www.highwaysafety.org](http://www.highwaysafety.org); click on "vehicle ratings," and choose the appropriate vehicle or category of vehicles.)

"This set of crash test results continues to demonstrate the effectiveness of consumer safety information in improving frontal crashworthiness," Institute president Brian O'Neill says. "When we completed our first set of offset tests of 14 midsize cars in 1995, only 3 earned good ratings. So far this year, all small and midsize car designs we've tested are rated good. In fact, it's now unusual for us to test a new passenger vehicle design of any type or size and not get a good rating."

The Institute previously evaluated the crashworthiness of predecessor Corolla and Accord models. In each case the performance of the new model improved, compared with the older design. The predecessor Corolla was acceptable, while the new design is rated good. The Institute has tested two predecessor Accord designs, both of which were acceptable. "Now the new Accord design is the Institute's highest rated midsize inexpensive car," O'Neill says.

— MORE —

**Structural design is key to good performance:** All five cars the Institute tested earned good ratings for structural performance in the offset test. The occupant compartments of these cars held up well, preserving the space around the driver dummy.

A vehicle's structural design is key to its crashworthiness performance because the Institute's frontal offset crash test into a deformable barrier is especially demanding of this aspect of vehicle design. The driver side hits the barrier, so a relatively small area of the vehicle's front-end structure must manage the crash energy. This means intrusion into the occupant compartment is much more likely to occur than in a full-width test.

"If a vehicle's front-end structure absorbs and manages the crash energy so the occupant compartment remains largely intact, with little or no intrusion into the driver's space, then the dummy's movement during the crash is likely to be well controlled, and injury measures are likely to be low. In contrast, poor structural design means greater likelihood of poor control of the dummy and high injury measures," O'Neill explains.

**Institute and government crash tests complement each other:** The Institute's crashworthiness evaluations are based on results of 40 mph frontal offset crash tests. Each vehicle's overall evaluation is based on three aspects of performance — measurements of occupant compartment intrusion, injury measures from a Hybrid III dummy positioned in the driver seat, and analysis of slow-motion film to assess how well the restraints controlled dummy movement during the impact.

The federal government has been testing new passenger vehicles in 35 mph full-front crash tests since 1978. This New Car Assessment Program has been a major contributor to crashworthiness improvements — in particular, improved restraint systems in new passenger vehicles. The Institute's offset tests, conducted since 1995, involve 40 percent of a vehicle's front end hitting a deformable barrier at 40 mph. This test complements the federal test involving the full width of the front end hitting a rigid barrier. Both tests are contributing to improvements in crashworthiness — in particular improved crumple zones and safety cages.

The same 40 mph offset crash test is used to evaluate new cars by the European Union in cooperation with motor clubs, by an Australian consortium of state governments and motor clubs, and by a government-affiliated organization in Japan.

End 2-page release on vehicle crashworthiness; 6-page attachment  
Video news release 12/10/02, 1-1:30 p.m. EST, (C)Telstar 5/Trans. 24

**Internet: [www.highwaysafety.org](http://www.highwaysafety.org)**

# Evaluations

## Midsize inexpensive cars

NEWLY TESTED

best pick

best pick

best pick

### HONDA ACCORD

2003 models  
test vehicle wt. = 3,186 lbs.

### TOYOTA CAMRY

2002-03 models  
test vehicle wt. = 3,276 lbs.

### SUBARU LEGACY

2000-03 models  
test vehicle wt. = 3,298 lbs.

### NISSAN ALTIMA

2002-03 models  
avg. test vehicle wt. = 3,150 lbs.

### DODGE STRATUS CHRYSLER SEBRING

2001-03 models  
test vehicle wt. = 3,252 lbs.

### MITSUBISHI GALANT

1999-2003 models  
test vehicle wt. = 3,069 lbs.

### CHEVROLET MALIBU

1997-2003 models  
test vehicle wt. = 3,058 lbs.

### OLDSMOBILE CUTLASS

1997-99 models

### SATURN L SERIES

2000-03 models  
test vehicle wt. = 3,192 lbs.

### HYUNDAI SONATA

1999-2003 models  
test vehicle wt. = 3,131 lbs.

### KIA OPTIMA

2001-03 models

### PONTIAC GRAND AM OLDSMOBILE ALERO

1999-2003 models  
test vehicle wt. = 3,080 lbs.

### CHEVROLET CAVALIER

1995-2003 models  
test vehicle wt. = 2,716 lbs.

### PONTIAC SUNFIRE

1995-2002 models

OVERALL EVALUATION	Frontal Offset Crash Test Performance						Other Evaluations	
	Structure/ Safety Cage	Injury Measures			Restraints/ Dummy Kinematics	Head Restraint Design	Bumper Performance	
		Head/ Neck	Chest	Leg & Foot Left/Right				
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	G or A depending on vehicle seat	<b>A</b>
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>G</b>	G or A depending on vehicle seat	<b>A</b>
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>G</b>	A or M depending on vehicle seat	<b>A</b>
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>G</b>	<b>A</b>	A or M depending on vehicle seat	<b>M</b>
<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>G</b>	G to P depending on vehicle seat	<b>M</b>
<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>A</b>	<b>M</b>	<b>A</b>
<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>P</b>	M or P depending on vehicle seat	<b>M</b>
<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>A</b>	<b>P</b>	<b>G</b>
<b>A</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>M</b>	<b>G</b>	A or P depending on vehicle seat	<b>M</b>
<b>P</b>	<b>M</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>P</b>	<b>M</b>	<b>M</b>
<b>P</b>	<b>P</b>	<b>A</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>A</b>

**G** GOOD    **A** ACCEPTABLE    **M** MARGINAL    **P** POOR

More crashworthiness evaluations ►

# Evaluations

## Midsize inexpensive cars (continued)

OVERALL EVALUATION	Frontal Offset Crash Test Performance						Other Evaluations		
	Structure/ Safety Cage	Injury Measures				Restraints/ Dummy Kinematics	Head Restraint Design	Bumper Performance	
		Head/ Neck	Chest	Leg & Foot Left/Right					
<p>Evaluations of earlier designs:</p> <p><b>best pick</b></p> <p><b>TOYOTA CAMRY</b> 1997-2001 models test vehicle wt. = 3,128 lbs.</p> <p><b>MAZDA 626</b> 1998-2002 models test vehicle wt. = 2,866 lbs.</p> <p><b>TOYOTA CAMRY</b> 1994-96 models test vehicle wt. = 3,056 lbs.</p> <p><b>HONDA ACCORD</b> 1998-2002 models test vehicle wt. = 3,047 lbs.</p> <p><b>SUBARU LEGACY</b> 1995-99 models test vehicle wt. = 2,818 lbs.</p> <p><b>HONDA ACCORD</b> 1994-97 models test vehicle wt. = 2,897 lbs.</p> <p><b>NISSAN ALTIMA</b> 2000-01 models test vehicle wt. = 3,025 lbs.</p> <p><b>FORD CONTOUR</b> <b>MERCURY MYSTIQUE</b> 1995-2000 models test vehicle wt. = 2,851 lbs.</p> <p><b>HYUNDAI SONATA</b> 1995-98 models test vehicle wt. = 2,954 lbs.</p> <p><b>MITSUBISHI GALANT</b> 1994-98 models test vehicle wt. = 2,912 lbs.</p> <p><b>CHRYSLER CIRRUS</b> <b>DODGE STRATUS</b> 1995-2000 models test vehicle wt. = 3,131 lbs.</p> <p><b>PLYMOUTH BREEZE</b> 1996-2000 models</p> <p><b>DAEWOO LEGANZA</b> 1999-2002 models test vehicle wt. = 3,192 lbs.</p>	<b>G</b>	<b>G</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	A or M depending on vehicle seat	<b>G</b>
	<b>A</b>	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>A</b>
	<b>A</b>	<b>A</b>	<b>A</b>	<b>G</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>M</b>
	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>G</b>	A or M depending on vehicle seat	<b>A</b>
	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>A</b>
	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>A</b>	<b>G</b>	M or P depending on vehicle seat	<b>A</b>
	<b>M</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>A</b>	<b>M</b>	<b>P</b>	<b>A</b>
	<b>P</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>G</b>	M or P depending on vehicle seat	<b>P</b>
	<b>P</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>M</b>	<b>P</b>	<b>P</b>
	<b>P</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>A</b>	<b>P</b>	A or P depending on vehicle seat	<b>P</b>
	<b>P</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>M</b>	M or P depending on vehicle seat	<b>M</b>
	<b>P</b>	<b>P</b>	<b>A</b>	<b>G</b>	<b>P</b>	<b>A</b>	<b>P</b>	A or M depending on vehicle seat	<b>M</b>

**G** GOOD      **A** ACCEPTABLE      **M** MARGINAL      **P** POOR

More crashworthiness evaluations ►

# Evaluations

## Midsize moderately priced cars

NEWLY TESTED

best pick

best pick

best pick

best pick

best pick

**AUDI A4**  
2002 (mfg. after 02/02)-03 models  
test vehicle wt. = 3,569 lbs.

**TOYOTA AVALON**  
2000-03 models  
test vehicle wt. = 3,468 lbs.

**VOLKSWAGEN PASSAT**  
1998-2003 models  
test vehicle wt. = 3,170 lbs.

**ACURA TL**  
1999-2003 models  
test vehicle wt. = 3,475 lbs.

**HYUNDAI XG300/XG350**  
2001-03 models  
test vehicle wt. = 3,739 lbs.

**NISSAN MAXIMA  
INFINITI I30/I35**  
2000 (mfg. after 11/99)-03 models  
test vehicle wt. = 3,220 lbs.

Evaluations of earlier designs:

**VOLVO 850/S70**  
1993-2000 models  
test vehicle wt. = 3,131 lbs.

**NISSAN MAXIMA  
INFINITI I30**  
1997-99 models  
test vehicle wt. = 3,104 lbs.

**SAAB 9-3**  
1999 (mfg. after 12/98)-2002 models  
test vehicle wt. = 3,137 lbs.

**TOYOTA AVALON**  
1998-99 models  
test vehicle wt. = 3,404 lbs.

**MAZDA MILLENIA**  
1995-2002 models  
test vehicle wt. = 3,183 lbs.

OVERALL EVALUATION	Frontal Offset Crash Test Performance							Other Evaluations	
	Structure/ Safety Cage	Injury Measures				Restraints/ Dummy Kinematics	Head Restraint Design	Bumper Performance	
		Head/ Neck	Chest	Leg & Foot Left/Right					
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>A</b>	
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	M or P depending on vehicle seat	<b>G</b>	
<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>G</b>	<b>P</b>	<b>M</b>	
<b>G</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>G</b>	A or M depending on vehicle seat	<b>P</b>	
<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>G</b>	G or A depending on vehicle seat	<b>M</b>	
<b>G</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>M</b>	
<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>A</b>	<b>A</b>	A or M depending on vehicle seat	<b>G</b>	
<b>A</b>	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>M</b>	<b>G</b>	<b>A</b>	
<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>A</b>	A or P depending on vehicle seat	<b>A</b>	
<b>A</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>G</b>	A to P depending on vehicle seat	<b>M</b>	

**G** GOOD    **A** ACCEPTABLE    **M** MARGINAL    **P** POOR

More crashworthiness evaluations ►

# Evaluations

Midsize moderately priced cars (continued)	OVERALL EVALUATION	Frontal Offset Crash Test Performance						Other Evaluations	
		Structure/ Safety Cage	Injury Measures			Restraints/ Dummy Kinematics	Head Restraint Design	Bumper Performance	
			Head/ Neck	Chest	Leg & Foot Left/Right				
<b>TOYOTA AVALON</b> 1995-97 models test vehicle wt. = 3,225 lbs.	<b>M</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>A</b>	<b>G</b>	<b>P</b>	<b>P</b>
<b>SAAB 900</b> 1995-98 models test vehicle wt. = 3,020 lbs.	<b>M</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>M</b>	<b>A</b>	<b>A</b>
<b>VOLKSWAGEN PASSAT</b> 1995-97 models test vehicle wt. = 3,131 lbs.	<b>P</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>M</b>
<b>NISSAN MAXIMA</b> 1995-96 models test vehicle wt. = 3,012 lbs.	<b>P</b>	<b>A</b>	<b>M</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>M</b>	<b>P</b>
<b>INFINITI I30</b> 1996 models									

**G** GOOD      **A** ACCEPTABLE      **M** MARGINAL      **P** POOR

More crashworthiness evaluations ►

# Evaluations

NEWLY TESTED

best pick

NEWLY TESTED

best pick

best pick

best pick

NEWLY TESTED

best pick

best pick

best pick

## Small cars

OVERALL EVALUATION	Frontal Offset Crash Test Performance						Other Evaluations	
	Structure/ Safety Cage	Injury Measures				Restraints/ Dummy Kinematics	Head Restraint Design	Bumper Performance
		Head/ Neck	Chest	Leg & Foot Left/Right				
<b>SUZUKI AERIO</b> 2002-03 models test vehicle wt. = 2,694 lbs.	G	G	G	G	G	G	G	P
<b>TOYOTA COROLLA</b> 2003 models (mfg. 1/03 or after) test vehicle wt. = 2,582 lbs.	G	G	G	G	G	G	G or A depending on vehicle seat	G
2003 models (mfg. before 01/03) test vehicle wt. = 2,597 lbs.	G	G	G	G	M	G	G or A depending on vehicle seat	G
<b>HONDA CIVIC</b> 2001-03 models test vehicle wt. = 2,507 lbs.	G	G	G	G	G	G	G to M depending on vehicle seat	A
<b>SUBARU IMPREZA</b> 2002 (mfg. after 9/01)-03 models test vehicle wt. = 2,981 lbs.	G	G	G	G	G	G	A	M
<b>MINI COOPER</b> 2002-03 models test vehicle wt. = 2,496 lbs.	G	G	G	G	G	A	G	M
<b>MITSUBISHI LANCER</b> 2002-03 models test vehicle wt. = 2,751 lbs.	G	G	G	G	G	A	G	M
<b>VOLKSWAGEN NEW BEETLE</b> 1998 (mfg. after 6/98)-2003 models avg. test vehicle wt. = 2,762 lbs.	G	G	G	G	G	A	G to M depending on vehicle seat	G
<b>VOLVO S40</b> 2002-03 models test vehicle wt. = 2,981 lbs.	G	G	G	G	A	A	G	M
<b>VOLKSWAGEN JETTA/GOLF</b> late 1999-2003 models test vehicle wt. = 2,932 lbs.	G	A	G	G	G	A	A to P depending on vehicle seat	G
<b>FORD FOCUS</b> 2000-03 models test vehicle wt. = 2,707 lbs.	A	A	G	G	A	G	G	M
<b>NISSAN SENTRA</b> 2000-03 models test vehicle wt. = 2,650 lbs.	A	A	A	G	G	A	M or P depending on vehicle seat	A
<b>MAZDA PROTEGE</b> 1999-2003 models test vehicle wt. = 2,577 lbs.	A	A	G	G	M	P	A or M depending on vehicle seat	M or P depending on model year
<b>DODGE/PLYMOUTH NEON</b> 2000-03 models test vehicle wt. = 2,659 lbs.	M	M	G	G	P	A	G to P depending on vehicle seat	A

G GOOD    A ACCEPTABLE    M MARGINAL    P POOR

More crashworthiness evaluations ►

# Evaluations

Small cars (continued)	OVERALL EVALUATION	Frontal Offset Crash Test Performance						Other Evaluations		
		Structure/ Safety Cage	Injury Measures			Restraints/ Dummy Kinematics	Head Restraint Design	Bumper Performance		
			Head/ Neck	Chest	Leg & Foot Left/Right					
<b>HYUNDAI ELANTRA</b> 2001-03 models avg. test vehicle wt. = 2,875 lbs.	<b>P</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>M</b>	<b>M</b>	<b>P</b>	G or A depending on vehicle seat	<b>G</b>	
<b>KIA SEPHIA/SPECTRA</b> 1998-2003 models test vehicle wt. = 2,593 lbs.	<b>P</b>	<b>M</b>	<b>P</b>	<b>G</b>	<b>M</b>	<b>M</b>	<b>M</b>	G or M depending on vehicle seat	<b>M</b>	
Evaluations of earlier designs:										
<b>HONDA CIVIC</b> 1996-2000 models test vehicle wt. = 2,416 lbs.	<b>A</b>	<b>A</b>	<b>G</b>	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>A</b>	
<b>HYUNDAI ELANTRA</b> 1996-2000 models test vehicle wt. = 2,643 lbs.	<b>A</b>	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>A</b>	<b>A</b>	A or P depending on vehicle seat	A or P depending on model year	
<b>TOYOTA COROLLA</b> <b>CHEVROLET PRIZM</b> 1998-2002 models test vehicle wt. = 2,504 lbs.	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>G</b>	<b>M</b>	A to P depending on vehicle seat	<b>G</b>	
<b>FORD ESCORT</b> 1997-2002 models test vehicle wt. = 2,538 lbs.	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>P</b>	<b>A</b>	
<b>MERCURY TRACER</b> 1997-99 models	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>M</b>	<b>P</b>	<b>M</b>	
<b>MAZDA PROTEGE</b> 1995-98 models test vehicle wt. = 2,498 lbs.	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>M</b>	<b>P</b>	<b>M</b>	
<b>SATURN SL</b> 1995-2002 models test vehicle wt. = 2,434 lbs.	<b>A</b>	<b>A</b>	<b>G</b>	<b>A</b>	<b>A</b>	<b>G</b>	<b>M</b>	<b>P</b>	<b>G</b>	
<b>NISSAN SENTRA</b> 1998-99 models test vehicle wt. = 2,500 lbs.	<b>A</b>	<b>M</b>	<b>A</b>	<b>G</b>	<b>M</b>	<b>G</b>	<b>A</b>	<b>M</b>	<b>G</b>	
<b>VOLKSWAGEN JETTA/GOLF</b> 1994-early 1999 models test vehicle wt. = 2,725 lbs.	<b>M</b>	<b>M</b>	<b>A</b>	<b>G</b>	<b>P</b>	<b>A</b>	<b>A</b>	<b>P</b>	<b>G</b>	
<b>DODGE/PLYMOUTH NEON</b> 1995-99 models avg. test vehicle wt. = 2,588 lbs.	<b>P</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>M</b>	<b>P</b>	<b>P</b>	M or P depending on vehicle seat	<b>G</b>	
<b>MITSUBISHI MIRAGE</b> 1997-2001 models test vehicle wt. = 2,407 lbs.	<b>P</b>	<b>M</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>P</b>	A or M depending on vehicle seat	<b>M</b>	
<b>KIA SEPHIA</b> 1996-97 models test vehicle wt. = 2,584 lbs.	<b>P</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>M</b>	

**G** GOOD      **A** ACCEPTABLE      **M** MARGINAL      **P** POOR