



The story was different for the larger crew cabs. The Silverado 1500 Crew Cab and the Tundra CrewMax earn a marginal rating in the small overlap front test. Both models had considerable intrusion into the occupant compartment that compromised survival space for the driver.

Ratings for both of the Silverado pickups extend to their GMC Sierra 1500 twins.

The worst-performing pickups in the small overlap test are the Ram 1500 Crew Cab and the Ram 1500 Quad Cab. Both earn a marginal rating overall and a poor rating for structure. The force of the crash pushed the door-hinge pillar, instrument panel and steering column back toward the driver dummy. In the Ram Crew Cab test, the dummy's head contacted the front airbag but rolled around the left side as the steering column moved to the right, allowing the head to approach the intruding windshield pillar.



**Extensive intrusion into the occupant compartment of the Ram 1500 Quad Cab (left) resulted in a poor rating for structure. In contrast, survival space for the dummy held up well in the Ford F-150 SuperCab (right), earning the pickup a good small overlap rating.**

All of the pickups except the F-150 had moderate to severe intrusion into the driver footwell area during the small overlap test. The footrest/left toepan, brake pedal, parking brake and/or lower dashboard were shoved against the dummy's lower legs. In the worst cases (Ram Crew Cab and Ram Quad Cab), maximum intrusion reached 16-17 inches. Measures taken from the dummy in all but the F-150 indicated a likelihood of serious lower leg, ankle and foot injuries.

"Drivers in these pickups would need help freeing their legs from the wreckage following a small overlap crash. We encourage manufacturers to redesign their pickups to resist intrusion in the lower occupant compartment to safeguard people from serious leg and foot injuries that might require months of rehabilitation," Arbelaez says.

Across the board, the large pickups earn good ratings in the moderate overlap front test, side test and head restraint evaluations.

That wasn't the case for roof strength. Four pickups earn good ratings for occupant protection in a rollover crash: the F-150, both Silverados and Tundra Double Cab. The Tundra CrewMax is rated acceptable, and both of the Ram 1500s are rated marginal. The Institute launched its roof-strength ratings program in 2009.

Keeping the roof from collapsing when a vehicle rolls over is particularly important in pickups because 44 percent of occupant deaths in pickups are in rollovers. Stronger roofs crush less, reducing the risk that people will be injured by contact with the roof itself. Stronger roofs also can prevent occupants, especially those who aren't using safety belts, from being ejected through windows, windshields or doors that have broken or opened. Pickup truck occupants are the least likely to buckle up among all vehicle occupants. In 2014, 77 percent of pickup occupants were observed using belts, compared with 89 percent of people in vans and SUVs and 88 percent in cars.

Besides the F-150, the Silverados and their GMC Sierra twins are the only other pickups available with an optional forward collision warning system that earns a basic rating for front crash prevention.

IIHS plans to test the redesigned 2016 Nissan Titan and Honda Ridgeline later this year. The 2015 Titan Crew Cab is rated good in the moderate overlap front test, acceptable for roof strength and good for head restraints. The Ridgeline was last sold as a 2014 model. It earns good ratings in the moderate overlap front, side, roof strength and head restraint evaluations.

## Small overlap front crash test ratings for large pickups

		Dummy injury measures						
		Overall	Structure	Restraints & kinematics	Head & neck	Chest	Hip & thigh	Lower leg & foot
<b>2016</b> IIHS TOP SAFETY PICK	Ford F-150 SuperCab	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>
	Chevrolet Silverado 1500 Double Cab	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>
	GMC Sierra 1500 Double Cab	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>
	Toyota Tundra Double Cab	<b>A</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>
	Chevrolet Silverado 1500 Crew Cab	<b>M</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>
	GMC Sierra 1500 Crew Cab	<b>M</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>
	Toyota Tundra CrewMax	<b>M</b>	<b>M</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>
	Ram 1500 Quad Cab	<b>M</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>
	Ram 1500 Crew Cab	<b>M</b>	<b>P</b>	<b>A</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>P</b>

**G** Good   
 **A** Acceptable   
 **M** Marginal   
 **P** Poor

**For more information, go to [iihs.org](http://iihs.org)**

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