
**Latin NCAP Adult Occupant Protection Assessment Protocol v3.2– From
October 2016**

Corrigendum 1

December 2017

Section 2, “METHOD OF ASSESSMENT”, Paragraph 1, correct to read:

“The starting point for the assessment of adult occupant protection is the dummy response data recorded from the frontal or side impact test. Latin NCAP can decide which test is to be performed first. Initially, each relevant body area is given a score based on the measured dummy parameters. These scores can be adjusted after the test based on supplementary requirements. For example, consideration is given to whether the original score should be adjusted to reflect occupant kinematics or sensitivity to small changes in contact location, which might influence the protection of different sized occupants in different seating positions. The assessment also considers the structural performance of the car by taking account of such aspects as steering wheel displacement, pedal movement, foot well distortion, and displacement of the A pillar. The adjustments, or modifiers, are based on both inspection and geometrical considerations are applied to the body area assessments to which they are most relevant. “

Section 2.1, “Points Calculation”, Paragraph 2, correct to read:

“For all tests part of the adult occupant protection assessment, capping limits are maintained for criteria related to critical body regions: head, neck and chest for the frontal impact; head, chest, abdomen and pelvis for the side and pole impact. Exceeding a capping limit generally indicates unacceptable high risk at injury. In all cases, this leads to loss of all points related to the tests. Capping limits can be equal to or higher than the lower performance limit, depending on the test.”

Section 3.1, “Criteria and limit values”, Paragraph 1, correct to read:

“The basic assessment criteria, with the upper and lower performance limits for each parameter, are summarised below. Where multiple criteria exist for an individual body region, the lowest scoring parameter is used to determine the performance of that region. The lowest scoring body region of driver or passenger is used to determine the score. For frontal impact, capping is applied on the critical body regions: head, neck and chest and side impact head, chest, abdomen and pelvis. When the vehicle already results in zero stars in either the frontal or side impact test, the remaining test may not be performed.”