



**LATIN AMERICAN & CARIBBEAN NEW CAR ASSESSMENT PROGRAMME
(Latin NCAP)**

**CAR SPECIFICATION, SPONSORSHIP,
TESTING AND RETESTING PROTOCOL
2025 - 2029**

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AKNOWLEDGEMENT

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1 INTRODUCTION

This protocol details Latin NCAP's procedures relating to the specification of cars to be tested, their voluntary nomination, the testing arrangements and the circumstances when retesting is allowed.

2 SPECIFICATIONS OF CARS TO BE TESTED

2.1 Introduction

When Latin NCAP started, it was understood that the greatest advertising appeal to consumers would be achieved by testing the "best selling variant" of car models available in the market. In Latin America, the best-selling variant often translates to the most affordable variant which has only basic safety equipment. One of the objectives of Latin NCAP is to improve the safety levels offered as standard on the market. For this reason, Latin NCAP selects the most basic passive safety equipment that is on sale in any of the countries in Latin NCAP market. Latin NCAP also allows the manufacturer to demonstrate the advantage of better equipped variants, however star rating for the better equipped variant will not be published until this equipment becomes standard in all the model range.

2.2 Definitions

"Variant" is defined as a unique combination of body style, engine and equipment grade or specification. An illustration is given in Annex 1.

"Latin NCAP markets" means South and Central America plus Mexico. A Complete list of the countries can be found in Annex 3.

"Model Range" is defined as all the variants (i.e. all body styles, engine and equipment grades) available across Latin NCAP markets under a common model name or under a different name but same structure.

"Safety Equipment" is defined as that equipment which is overtly aimed at improving safety. It includes but is not necessarily limited to:

- Restraint systems, including head restraints, child restraints and anchorages
- Knee and leg protection
- Breakaway pedal arrangements
- Pedestrian friendly devices, unless they are only required for particular engine compartment packages
- Seat belt reminder systems
- Safety marking/labels and switches
- Autonomous Emergency Breaking Systems (AEB)
- Lane Support Systems (LSS)
- Blind Spot Detection systems (BSD)
- Speed Assist Systems (SAS)
- Child Presence detection (CPD)
- Driver Monitoring Systems (DMS)

- eCall systems

It does not include:

- Engine/transmission volume
- Road wheel/tyre size
- Sun roof

Secondary Safety or Passive safety as well as ESC, SBR and SA is not exempted in any of the Latin NCAP markets. AEB, LSS, RED, BSD availability can be exempted only in markets where there is clear evidence of legal restrictions of the technologies used for those primary safety or active safety systems¹.

Latin NCAP scope is M1 vehicles and eventually variants or versions derived from M1 vehicles. Latin NCAP's "two seater" scope according to protocol aims to "sport cars".

In the case of vehicle models that have versions with at least four seats distributed in two seat rows and offer a two or more seats variants on a single seat row, Latin NCAP considers the following assessment criteria:

When both variants (single row, and two or more rows) differ in passive safety equipment or performance, including, but not limited to, frontal airbags, side body airbags, side head protection airbags and ESC, Latin NCAP may perform additional tests to assess and inform consumers about the safety performance of the single row variant vs the two or more rows variant. This also applies for vehicles that are classified as N1 but based on an M1 vehicle. Car manufacturers are encouraged to communicate with the Latin NCAP Secretariat regarding each case ahead of the car nomination and even at the development stage.

In the cases that a vehicle is classified as N1, Latin NCAP may still decide to test it as per its use and application.

The principle behind this concept is that the two-seater single row version will cover the same or similar safety performance and protection than the version with two seat rows or more.

2.3 Cars nominated by Latin NCAP

Latin NCAP Board members may collectively decide which cars will be selected for testing. In principle, any car on sale in any of the Latin America and Caribbean markets, whether being for a long time in the market or recently released, is eligible for testing unless it has been rated before in the previous 2 years, additional scoring under updated protocol while keeping previous results online is possible. Latin NCAP selects the most basic passive safety equipped version of any car available in any Latin NCAP market. Latin NCAP can decide to audit any model at any time.

Results for car manufacturers' use, will be valid of maximum of 4 years as from the day that the result was published.

¹ Market exemptions will only be considered in the case of extraordinary reasons where the implementation of the technology is explicitly not possible. Corporate decisions due to economic reasons will not be accepted.

Latin NCAP's 2025-2029 protocol continues the line of 2020 protocol that aims to a more comprehensive set of tests and assessments compared to previous protocols. These new aspects will result in a more holistic approach to vehicle safety in the Latin American and Caribbean Countries. Higher star rated vehicles are required not only to have a good performance in adult and child occupant protection (passive), but in other aspects such as rear impact structural integrity, whiplash protection, pedestrian protection and driving assistance technologies.

The following tests might be required to be sponsored by the car Manufacturer, even when the vehicle is selected by Latin NCAP for a full assessment:

- Whiplash Test
 - The manufacturer will be required to supply Latin NCAP with details about the full range of seats available for that model of vehicle and of any differences between the driver and front passenger's seats in the most basic version when they might influence Whiplash protection. Latin NCAP will choose whether to test the driver's or front passenger's seat. Where no significant differences exist, this will be on a random basis. Where there are differences, the seat considered least likely to offer good protection will be chosen.
 - At least one seat might be required for Whiplash testing, which might be procured separately from the vehicle. In the case that there more than type of seats (example integrated/removable headrest, electric/manual seats) one of each type might be required. The manufacturer might be responsible for providing the seats in due time as well as all the geometric and setup measurements also in due time.
- Pedestrian Protection
 - The manufacturer might be responsible for providing all the required parts (bonnets, bumpers, etc) on time at the test facility however other sources of the parts can be also considered.
 - The full map of predicted performance points must be available for Latin NCAP as per request.
- AEB City, AEB Pedestrian and AEB Inter Urban
- Rescue sheet and UN R32 certificate.

In the case of pick-up vehicles with single, double and/or extra/extended cabin as well as SUV versions, all will be assessed as a single model.

2.4 Tests volunteered by car manufacturers

2.4.1 Introduction

Car manufacturers often wish to volunteer a specific model so that the results may be published at a certain appropriate time, such as right after the car's public launch, or to show the passive safety performance of a car variant that is better equipped than the basic safety variant (according to requirements in sections 2.3 and 2.4.2). In such cases, car manufacturers can nominate and volunteer a model to be tested and rated by Latin NCAP based only on

standard fitted passive safety equipment and following the fitment rates for the equipment that it applies.

Voluntary tests will be required to be assessed in all areas that make up the full assessment. This will only be exempted in the case where there is a technical restriction on the vehicle specification (i.e. lack of side head protection will prevent a pole impact assessment) or a technical decision from Latin NCAP's Secretariat.

Voluntary tests will be published only when the model is available in at least one of the markets of Latin NCAP.

Voluntary tests must be confirmed no less than 4 months prior to expected test date. At the moment of nomination, for a voluntary test, a non-refundable fee of 25.000 Euros might be required to be paid to Latin NCAP. The voluntary test request will only be accepted once this fee is received by Latin NCAP.

Prior to the test, the manufacturer must provide Latin NCAP with a detailed list of where the vehicle is or will be sold within all the countries covered by Latin NCAP. This must also include all the variants per country and the detailed safety specification of each variant for each country. The manufacturer must indicate any difference in the safety specification of each variant in each market, including but not limited to, structural reinforcements, airbags type, airbag volume, airbag firing times, seat structure and materials, seat and steering wheel adjustments, driver assistance technologies differences in software (of all kinds), specification or performance, etc. Any differences found by Latin NCAP that were not reported prior to the vehicle selection and could represent a difference in safety performance may result in a re-assessment of a variant with the different specification at the cost of the car manufacturer, and only the worst performing result will be published.

2.4.2 Fitment of non-standard safety equipment

Latin NCAP will only allow the voluntary test of a car with basic safety equipment such as passive safety, ESC, SBR and SAS or with additional non-standard equipment such as AEBs, and LSS as long as they meet the fitment rates.

In case the manufacturer wants to volunteer a car with optional equipment that does not meet the fitment rate, this can only be in addition to a test of the lowest passive safety equipped variant and a variant that meets the fitment rate. In such case, Latin NCAP will only use the result of the additional test to provide comments however will not give a formal rating to the car.

Fitment rates will be established per year, with a minimum number of units produced among the full production volume. Additionally, some systems will be required to be offered in all markets either as a stand-alone-optional or as a part of a technically defined safety package to be pre-approved by Latin NCAP. Some markets exemptions under special circumstances will be considered as mentioned in section 2.2. The fitment rates are described in Latin NCAP Overall Rating document.

3 POST TEST

As it has been done since Latin NCAP begun, a “one to one” meeting may be conducted between the manufacturer and Latin NCAP. All requested information, evidence and extra documentation that the car manufacturer wants to share with Latin NCAP, needs to be sent prior to the “one to one” meeting. As a general rule, CAD simulations will not be accepted as proof of mechanical or dynamic performance. Latin NCAP is not assessing design and intended performances, but real performances of production cars.

As several tests will be performed to the vehicles besides from the crash tests, some cosmetic damages might happen during these tests. For example, marks and dents to the steering wheel or dashboard due to the mount of the ESC and AEB robots, minor damages occurred to any part of the vehicle during ESC testing etc.

4 UPDATES AFTER LATIN NCAP TESTING

Car manufacturers are welcome to volunteer better equipped versions, for example with optional equipment, regardless of who has nominated the original model for assessment. In this case, Latin NCAP will comment on the better equipped variant’s performance in the publication and the test results, but it will not officially rate this version as the equipment is not standard. Once the optional equipment tested becomes standard in production, Latin NCAP will update the rating as soon as possible, indicating the date of production and VIN number as from when the fitment changes were introduced.

In some cases, the car manufacturer introduces changes in production or so-called design improvements after (or in response to) a Latin NCAP publication, it is the car manufacturer’s responsibility to prove any claims of improvements under the same testing scenarios, having the model tested by Latin NCAP. Where an assessment of the improved model is not voluntarily nominated by the car manufacturer, the actual effectiveness of the improvements remains unproven, and Latin NCAP will keep the original rating as the evidence-based result that represents that model on sale.

As long as the improved model stays untested, Latin NCAP’s official position is that the changes implemented to the tested model would not bring significant improvements to the star rating for that model. The car manufacturer implicitly accepts that the Latin NCAP’s published result applies and reflects the safety performance to the improved version of that model as well.

In some cases, car manufacturers decide to update a model immediately after nomination, with the intent to achieve a better star rating. Latin NCAP welcomes this action and remains as supportive as possible to meet reasonable timing and ensure proper consumer communication. When the car manufacturer decides to improve the model by making equipment standard (before or after publication), or to show optional equipment performance, the sponsorship costs will also include all costs that Latin NCAP incurred for the additional assessments needed to complete the full model rating(s). Latin NCAP discourages speculation from car manufacturers in reference to their models being selected for assessment.

Latin NCAP will be more assertive and publicly challenge manufacturers if inaccurate or premature information about test results are publicly communicated with the intention to mislead or confuse consumers.

5 ACQUISITIONS OF THE CARS TO BE TESTED

5.1 Cars models offered to consumers

The cars should be offered for sale in at least one of the Latin NCAP markets. Under normal circumstances, cars to be tested will be purchased by Latin NCAP through an established dealership in any of the Latin NCAP markets. Latin NCAP will decide the transport company responsible for transporting the cars to the crash test laboratory from where the car is sourced.

5.2 New car models

In case the car has not yet been launched in the market at selection time or in case the car is picked from the manufacturer's facility, Latin NCAP can accept to select those vehicles under the following conditions:

- A.** Only cars from the final production line will be accepted, with the most basic passive safety equipment. The car will be selected from distribution area, not pre-selected lot or limited amount of units especially separated for Latin NCAP.
- B.** The car should be available for purchase for all consumers by the time of publication.
- C.** The results will be published at the publication date agreed at the beginning of the process before the testing commences. This will be the case even if the car introduction in some of the markets is delayed.
- D.** Latin NCAP reserves the first right of publication (embargo). Once results are published by Latin NCAP, the manufacturer can publish the result with Latin NCAP supplied and authorized material.

The manufacturer will agree to cover the costs of a full or partial audit test on the same model in any variant acquired from an established dealer at any time in the future after the launch and at the request of Latin NCAP. Latin NCAP reserves the right to publish and report any meaningful differences between the results. The verification test can be decided by Latin NCAP at any time while the model is still in production. Audit may also apply to sponsored cars selected in dealers. Audit cars will be selected in dealers.

6 CHOICE OF TEST LABORATORY

The Latin NCAP Board of Directors or Executive Committee as well as the Secretariat will choose the test laboratory for all cars, including those models voluntarily nominated by the vehicle manufacturer. Where the car is tested at the request of the manufacturer, the manufacturer is responsible for making sure that test vehicles are delivered to the laboratory on time.

7 FITMENT OF NON-STANDARD OR PROTOTYPE COMPONENTS

The fitment of non-standard or prototype components on the test vehicle is not allowed. Latin NCAP will ask the manufacturer to sign an agreement document regarding the consequences of finding: a) non-standard parts fitted in voluntary test cars, b) voluntary test car modifications, etc.

Where non-standard or prototype components are found to have been fitted to any of the car tested, the presence of prototype components will be published by Latin NCAP and the results will be invalid.

The manufacturer will be given the opportunity to voluntarily nominate the testing of an updated car, fitted with production components. The results of these tests can be published at the same (agreed) time or at a later date.

8 FAILURE OF TEST OR SAFETY EQUIPMENT

8.1 Re-test

Where the laboratory has not performed the test in compliance with the published protocol, the full test will be repeated at the full expense of the laboratory. Under such circumstances, Latin NCAP will do its utmost to maintain the original timing of publication however some delay may be inevitable.

8.2 Re-assessment

Where there is a failure or partial failure of safety related equipment during an official test, Latin NCAP may withhold publication of the test results, pending investigation of the failure.

NOTE: This covers circumstances where the cause of the problem is still being investigated or where publication might not be in the public interest. In that cases, it would be expected that sales of the car in Latin NCAP markets would be immediately stopped.

Where a plausible explanation has been provided by the manufacturer and a significant safety update proposed, Latin NCAP will allow a re-assessment of the updated car model. In case a car manufacturer has requested Latin NCAP for a re-assessment, Latin NCAP will only publish the results after it has been verified that the modification has a permanent character and has been implemented in the production.

8.2.1 New cars

In case the car model is new or has been in the market for less than 4 months and a low amount of units were sold before, a re-assessment will be allowed without additional requirements. The result will replace the original result on the website.

8.2.2 Cars already on sale

In case the car has been already for more than 4 months in the market or the units sold exceeded 2000, the manufacturer will be allowed a re-assessment only if it is accompanied by a market action towards consumers. The result of the re-assessment will be published alongside the original result.

All costs related to re-assessment will be borne by the manufacturer.

9 PUBLICATIONS

Latin NCAP can only issue a star rating of cars that are on sale in the Latin NCAP markets by the time of publication. Results will be published via a press release, the Latin NCAP website (www.latincap.com) and Latin NCAP mobile App. Latin NCAP has the priority in time of the publication of the results over the manufacturer. Publication dates may be agreed between Latin NCAP and the manufacturer. Results may be used in a Latin NCAP launch.

When a manufacturer chooses to voluntarily nominate a car model already in the market, the publication of the results cannot be delayed more than 9 months after the date of the formal voluntary test nomination. The publication date will be agreed prior to the test and it will not be possible to move except by Latin NCAP for organizational needs.

The star rating is composed by the four assessment boxes. Manufacturers must publish the results following the Latin NCAP results publication protocols for manufacturers in Annex 2 and the Latin NCAP Communications guidelines. Results plate will be shown according to Latin NCAP *Visual Identity Guide*².

Example:



10 CONTRACT

All testing and ratings activities requested by car manufacturers will be conducted under a contract with Latin NCAP or Global NCAP. Latin NCAP or Global NCAP will invoice the manufacturers for testing, transport, cars, publication and relevant costs. To confirm voluntary tests, Latin NCAP might require the transfer in advance of a non-returnable 25.000 Euro fee.

11 SECRETARIAT DISCRETION

It is impossible to foresee all eventualities and decisions often have to be made quickly. If the Latin NCAP Steering Group or the Secretariat needs to waive any of the above requirements, justification for this must be reported to the Latin NCAP Board of Directors. Where appropriate, revisions of the Latin NCAP protocols or procedures may result.

² Contact Latin NCAP Secretariat

Annex 1
Illustration of break-down of model range by variant

	Bodystyle	Engine (auto and man transmission)	Equipment grade	Variant
MODEL RANGE	3 door hatchback	1.2 petrol	Low	V1
			Mid	V2
			High	V3
		1.4 petrol	Low	V4
			Mid	V5
			High	V6
		2.0 petrol	Mid	V7
			High	V8
		2.2 diesel	Low	V9
			Mid	V10
			High	V11
	5 door hatchback	1.2 petrol	Low	V12
			Mid	V13
			High	V14
		1.4 petrol	Low	V15
			Mid	V16
			High	V17
		2.0 petrol	Mid	V18
			High	V19
		2.2 diesel	Low	V20
			Mid	V21
			High	V22
	5 door estate	1.4 petrol	Low	V23
			Mid	V24
			High	V25
		2.0 petrol	Mid	V26
			High	V27
		2.2 diesel	Low	V28
			Mid	V29
			High	V30

Annex 2 Protocol of results publication³.

PROTOCOL OF RESULTS PUBLICATION FOR MANUFACTURERS

It is required the signature of this document by the marketing/communications director of the manufacturer. The digital material that Latin NCAP delivers to the manufacturer has videos in HD, pictures and a "sticker" with the results which cannot be partially or totally modified, edited or changed.

The design of the "sticker" that Latin NCAP will deliver will be in colour version. In case the use of the "sticker" colour format will differ from the delivered ones, the change should be requested to Latin NCAP. In case of edition without authorization or in case of partial publication, Latin NCAP may decide to take actions towards the manufacturer and it will be requested to change the publication and to publish clarification note.

The use of the logo of Latin NCAP must be authorized by Latin NCAP Communications Manager.

The manufacturer must properly inform Latin NCAP about the place and date of publication in advance in any format and must provide a copy to Latin NCAP of each material.

Latin NCAP has the priority to publish the results. In case it will be required, Latin NCAP will send the information in advance and the manufacturer will only be allowed to publish it at least 2 hours after the official launch.

The request of information and contents transfer will be done only directly with the manufacturer and not with advertising agencies or third parties.

The publication of the results earlier than the embargo date and time may bring actions from Latin NCAP towards the manufacturer.

For the video broadcast an authorization must be requested to Latin NCAP with a copy of the publication and date and place of publication.

The result may only be used in the specific model and version. For example if the results are valid for a Hatchback then the results should not be used in the sedan version.

The timeframe for the use of Latin NCAP results for models tested as from 2020, is of 4 (four) years, starting on the month of publication indicated on Latin NCAP website.

Any change to the sticker, logo, fonts, design or star configuration is not allowed.

Manufacturer

Model

Year tested

.....
Latin NCAP Communications Manager

Lic. Carolina Pereira

.....
Marketing Director

Date

³ Contact Latin NCAP Secretariat for additional requirements

Annex 3
Markets covered by Latin NCAP

- Antigua & Barbuda
- Argentina
- Aruba
- Bahamas
- Barbados
- Belize
- Bolivia
- Brazil
- Cayman Islands
- Chile
- Colombia
- Costa Rica
- Cuba
- Dominica
- Dominican Republic
- Ecuador
- El Salvador
- French Guiana
- Grenada
- Guadeloupe
- Guatemala
- Guyana
- Haiti
- Honduras
- Jamaica
- Martinique
- Mexico
- Nicaragua
- Panama
- Paraguay
- Peru
- Puerto Rico
- Saint Barthélemy
- St. Kitts & Nevis
- St. Lucia
- St. Vincent and the Grenadines
- Trinidad & Tobago
- Turks & Caicos Islands
- Suriname
- Uruguay
- Venezuela