



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

**TESTING PROTOCOLS
2026 – 2029**

Implementation January 1st, 2026

Version 2.0.1

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ACKNOWLEDGEMENT

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Information required ahead of testing

Manufacturers will be requested to complete the manufacturers form according to the document indicated below. It is a pre-requisite to complete the full file for nomination to be accepted:

- *Manufacturers Request Latin NCAP 2025 V2.0* or later

In the case that the car to be tested is or has an Electric or Hybrid variant, extra considerations must be put in place at the time of testing according to the following document:

- *Euro NCAP - Testing of High Voltage Electric Vehicles V1.1 Jan 2022.*

Adult Occupant Protection

- Frontal ODB testing protocol:
 - *Euro NCAP - ODB Frontal Impact Testing Protocol v7.1.3 Sep 2018* using Q3 and Q10 dummies behind the driver and passenger respectively.
 - Q6 will be replaced by Q3 with its respective CRS following Q3 setup criteria from testing protocol *Euro NCAP-ODB Frontal Impact Testing Protocol v 7.0.1 April 2015*
- Knee mapping testing protocol (when required):
 - *Euro NCAP - Sled Test Procedure For Assessing Knee Impact Areas v2.7 Jun 2011.*
- Side AE-MDB testing protocol
 - *Euro NCAP – AE-MDB Side Impact Testing Protocol v8.3 Dec 2023.*
 - For vehicles with automatic door locking offered as standard or optional equipment refer to chapter 8.3.1 “Automatic door locking (ADL)” of the *Latin NCAP Adult Occupant Protection* protocol Version 2.0.0 (or later),
 - Latin NCAP will decide the impact side (driver/passenger) randomly before the test.
 - Q10 dummy on struck side, Q3 on unstruck side.
- Side Pole impact testing protocol:
 - *Euro NCAP – Oblique Side pole Impact Testing Protocol v7.2 Dec 2023.*
 - Latin NCAP will decide the impact side (driver/passenger) randomly before the test.
- Rear seat occupant protection:
 - For sled test, as described in the latest version of Latin NCAP Adult Occupant Protection Protocol.
 - For full frontal test: *Full Width Frontal Impact Testing Protocol Version 1.2.1 November 2021.*
- HPD (Head Protection Device) assessment procedures (when required):
 - *Euro NCAP - Oblique Side pole Impact Testing Protocol v7.2 Dec 2023*
- Whiplash testing protocol:
 - Latin NCAP will only perform the medium severity pulse.
 - *Euro NCAP – The Dynamic Assessment of Car Seats for Neck Injury Protection Testing Protocol v3.3.1 Feb 2019*
 - *Euro NCAP – Rear Whiplash Test Protocol v1.1 October 2018*
- Roof drop test:
 - *SAE J996 testing protocol – drop height 500mm (not included due to copyright)*

Child Occupant Protection

- COP dynamic testing protocol using Q3 and Q10 dummies:
- Frontal Impact: *Euro NCAP - ODB Frontal Impact Testing Protocol v7.1.3 Sep 2018*.
 - Q6 will be replaced by Q3 with its respective CRS following Q3 setup criteria from testing protocol *Euro NCAP - ODB Frontal Impact Testing Protocol v 7.0.1 April 2015*
 - Q3 will be placed behind driver, Q10 behind passenger.
- Side impact AE-MDB testing protocol: *Euro NCAP – AE-MDB Side Impact Testing Protocol v8.3 Dec 2023*.
 - Child occupants must be positioned keeping the symmetry, Q3 on the unstruck side and Q10 on the struck side.
- When Passenger airbag automatic detection system assessment is needed, the procedures are detailed in *Euro NCAP - Assessment Automatic Passenger Airbag Disabling Systems v2.0 Feb 2023*.
- Child Presence Detection testing protocol:
 - *Euro NCAP CPD Test and Assessment Protocol v1.2*.

Pedestrian Protection

- Pedestrian Protection subsystems (passive) testing protocol:
 - *Euro NCAP - Pedestrian Testing Protocol v8.5 Oct 2018*.
- AEB VRU: *Euro NCAP - AEB VRU test protocol v2.0.4 Feb 2019*.

Safety Assist Systems

- SBR testing protocol:
 - *Euro NCAP Assessment Protocol – Safety Assist Version 5.6 July 2012 (Section 3)*.
 - Note the additional requirement for the visual signal as described in section 3.1 of the *Latin NCAP Safety Assist protocol Version 2.0.0 or later*.
 - Short or long term deactivation by the user (*Section 3.10 of Euro NCAP Safety Assist Version 5.6 protocol*) is not allowed. OEMs must communicate in advance with Latin NCAP secretariat should this function exist in the car prior to the assessment.
 - Manufacturers that would prefer to have their SBR systems assessed by newer Euro NCAP protocols must approach Latin NCAP secretariat ahead of testing.
 - Occupant detection on rear seats: *Euro NCAP Assessment Protocol – Safety Assist Version 9.1 November 2021 or later*
- Speed Assistance testing protocol:
 - *Euro NCAP - Test Protocol SAS v1.1 Jun 2015*.
 - Driving on public roads (section 4.1) subject to Latin NCAP secretariat consideration due to legal restrictions. When testing SLIF in test track, the car must accurately identify all of the speed limits; 45 km/h, 50 km/h, 60 km/h, 75km/h, 80 km/h, 110 km/h and 120 km/h to score. Test speeds can be reviewed and updated.
 - Conditional speed limits (section 5.4.1.4) will be monitored by Latin NCAP but are not required for the current protocol.
 - Note the SAS point requirement for ESC scoring.
- Lane Support Systems testing protocol:
 - *Euro NCAP – LSS Testing Protocol v3.0.2 Jul 2019*.

- For systems tested under Latin NCAP 2020-2025 protocols (see *Latin NCAP Overall Rating 2025-2029* document), the “Default On” requirement will only be required for the LKA (solid line tests) and RED scenarios.
- Cars fitted with DIM (Driver Intention Monitoring) system that wish to have these considered for LSS testing must contact Latin NCAP secretariat ahead of testing. DIM systems must be fitted as standard and fulfil the requirements of *Euro NCAP Assessment Protocol – Safety Assist Collision Avoidance Version 10.4.1 February 2024*.
- AEB Car to Car testing protocol:
 - *Euro NCAP – AEB C2C Testing Protocol v2.0.1 Nov 2017*.
- ESC testing protocol:
 - *Euro NCAP - ESC Dynamic Test Protocol v1.2 Jun 2011*.
 - Note the SAS point requirement for ESC scoring.
- Moose test Scenario
 - *Latin NCAP Moose Test Testing Protocol 2025 v2.0.1 or later*.
- BSD / BSM testing protocol:
 - *Latin NCAP ASSESSMENT PROTOCOL – SAFETY ASSIST, Version 2.0.1, July 2024 or later*.