

## Corrigendum #3 – February 2022

### Latin NCAP Adult Occupant Protection Assessment Protocol AOP:

It says:

#### 5.52 Front Whiplash Visualisation

For whiplash, the protection provided for the neck of a front seat adult occupant is presented visually using a coloured head and neck graphic. The colour used is based on the scaled points (rounded to three decimal places), as follows:

Green 'Good'	2.250 - 3.000 points
Orange 'Marginal'	1.125 – 2.249 points
Red 'Poor'	0.000 - 0.124 points

It must say:

#### 5.52 Front Whiplash Visualisation

For whiplash, the protection provided for the neck of a front seat adult occupant is presented visually using a coloured head and neck graphic. The colour used is based on the scaled points (rounded to three decimal places), as follows:

Green 'Good'	2.250 - 3.000 points
Orange 'Marginal'	1.125 – 2.249 points
Red 'Poor'	0.000 - 1.124 points

## **Addendum #1 – February 2022**

### **Latin NCAP ASSESSMENT PROTOCOL – OVERALL RATING**

#### **It says:**

##### 2.2. Fitment Rates

In the case that AEB systems cannot be offered as standalone optional, AEB points can still be scored in the case that AEB is fitted in at least 50% of the units sold in the region across all the variants of the model range. Additionally, at least one variant with AEB must be offered in every Latin American country where the model is sold. This applies only for 2020, 2021 and 2022<sup>3</sup>.

#### **It must say:**

##### 2.2. Fitment Rates

For 2022, in the case that AEB systems cannot be offered as standalone optional, AEB points can still be scored in the case that AEB is fitted in at least 50% of the units sold in the region across all the variants of the model range. Additionally, at least one variant with AEB must be offered in every Latin American country where the model is sold not considering the exempted markets. For the years 2023 and 2024, AEB fitment of the units sold in the region across all variants of the model must be at least 60% and 70% respectively, and it must be offered in at least two variants in each market not considering the exempted markets.

### **Latin NCAP ASSESSMENT PROTOCOL – CHILD OCUPANT PROTECTION**

#### **It says:**

##### 1 INTRODUCTION

[...] This protocol contains several references to i-Size seating positions. Vehicles may qualify for any iSize related rewards provided the relevant i-Size specifications detailed in UN14 and 16, and UN94 are considered further in this protocol [...]

#### **It must say:**

##### 1 INTRODUCTION

[...] This protocol contains several references to i-Size seating positions. Vehicles may qualify for any i-Size related rewards provided the relevant i-Size specifications detailed in UN14, UN16, UN145, and UN94 are considered further in this protocol [...]

**It says:**

5.4 ISOFIX Usability

Where two passenger seats are in compliance with the following requirements (detailed in A,B and C simultaneously), up to 2 point shall be awarded to the Child Protection score. If the vehicle is a 2 seater then only the passenger seat(s) is required to meet the requirements.

**CONCEPT:** *The car must have ISOFIX according to UN regulation, the user of a vehicle equipped with ISOFIX anchorages should be made aware of the existence and location of the anchorages, including Version 1.1.2 May 2020 29 any top tether anchorages.*

- A) *ISOFIX system is present and approved according to UN14*

**It must say:**

5.4 ISOFIX Usability

Where two passenger seats are in compliance with the following requirements (detailed in A, B and C simultaneously), up to 2 points shall be awarded to the Child Protection score. If the vehicle is a 2 seater then only the passenger seat(s) is required to meet the requirements.

**CONCEPT:** *The car must have ISOFIX according to UN regulation, the user of a vehicle equipped with ISOFIX anchorages should be made aware of the existence and location of the anchorages, including Version 1.1.2 May 2020 29 any top tether anchorages.*

- A) *ISOFIX system is present and approved according to UN14 or UN145*

**Latin NCAP ASSESSMENT PROTOCOL – PEDESTRIAN PROTECTION**

**It says:**

4.1 Introduction

[...] By the end of 2022, Latin NCAP plans to develop a new AEB VRU protocol adapted to the region's reality based in the Euro NCAP 9.0.2 AEB VRU Assessment Protocol, along with technical working groups composed by technology suppliers and car manufacturers. Until then, the assessment will be based in validation process following manufacturers suggested scenarios under certain conditions.  
[...]

**It must say:**

4.1 Introduction

[...] As of January 2023, Latin NCAP will be assessing AEB VRU performance using *Euro NCAP Assessment Protocol Version 8.12, June 2015* and *Euro NCAP AEB VRU Systems testing protocol Version 1.0.1, June 2015*. Points will be scaled to match Latin NCAP scoring system.

## Latin NCAP ASSESSMENT PROTOCOL – SAFETY ASSIST

### **It says:**

6.2.2 Vehicles not equipped with ESC systems do not meet the above requirements, will score zero points.

### **It must say:**

6.2.2 Vehicles not equipped with ESC systems, or when they do not meet the above requirements, will score zero points

### **It says:**

#### 8.1 Scoring

The BSD system will be tested in four different scenarios;

- Car takes over bike (car overtakes from RIGHT)
- Car takes over bike (car overtakes from LEFT)
- Bike takes over car (bike overtakes from RIGHT)
- Bike takes over car (bike overtakes from LEFT)

In each of these four scenarios the BSD system will be assessed at three different speeds. When at least 2 out of the 3 speeds of each scenario is a pass, 1 point is awarded for BSD short range.

### **It must say:**

#### 8.1 Scoring

The BSD system will be tested in four different scenarios;

- Car takes over bike, bike remains in BSD area (car overtakes from RIGHT)
- Car takes over bike, bike remains in BSD area (car overtakes from LEFT)
- Bike takes over car (bike overtakes from RIGHT)
- Bike takes over car (bike overtakes from LEFT)

In each of these four scenarios the BSD system will be assessed at three different speeds. When at least 2 out of the 3 speeds of each scenario is a pass, 1 point is awarded for BSD short range. For the “car overtakes bike” scenarios, car needs to overtake the bike until this is within the BSD Short area as described in Figure 1 when both vehicles will remain at the same speed. BSD warning must activate no later than 3 seconds from the time the bike is in the BSD short area.