



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

TESTING PROTOCOLS

Version 1.1.0

January 2022

AKNOWLEDGEMENT

Copyright ©Latin NCAP 2019 - This work is the intellectual property of Latin NCAP and Euro NCAP. Permission is granted for this material to be shared for non-commercial and educational purposes. Copying of parts of the original text is by permission of Latin NCAP and Euro NCAP.

Information required ahead of testing

Manufacturers will be requested to complete the manufacturers form according to the following document:

- *Euro NCAP - Manufacturer Data For Testing And Assessment v1.1 Nov 2017*
- In addition, the manufacturer must indicate Latin NCAP all the markets that the vehicle is being sold or will be sold after launch according to the requirements detailed in Latin NCAP CSSTR protocol.

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

- *Euro NCAP - Testing of Electric Vehicles v1.0 Oct 2010*

Adult Occupant Protection

- Frontal ODB testing protocol:
 - *Euro NCAP - ODB Frontal Impact Testing Protocol v7.0.1 Apr 2015.*
- Knee mapping testing protocol (when required):
 - *Euro NCAP - Sled Test Procedure For Assessing Knee Impact Areas v2.7 Jun 2011.*
- Side MDB testing protocol
 - *Euro NCAP - MDB Side Impact Testing Protocol v6.0 Aug 2012.*
 - Latin NCAP can decide if the impact side is the driver or passenger side randomly before the test.
- Side Pole impact testing protocol:
 - *Euro NCAP - Pole Side Impact Testing Protocol v5.0 Oct 2009.*
 - Front headrest position can also be set according to Latin NCAP MDB protocol or the highest position.
- HPD (Head Protection Device) assessment procedures (when required):
 - *Euro NCAP - OPSI Testing Protocol (Section 7.5) v7.0.4 Sept 2018*
- AEB City testing protocol:
 - *Euro NCAP – Test Protocol AEB systems v1.1 Jun 2015.*
 - In the case there is convincing evidence that under CCRS scenarios the system will show difficulties with the GVT target, then EVT target might be used.
- Whiplash testing protocol:
 - *Euro NCAP - Whiplash Dynamic Assessment - Testing Protocol v3.3.1 Feb 2019.*
 - Latin NCAP will only perform the medium severity pulse.

Child Occupant Protection

- COP dynamic testing protocol using Q1 ½ and Q3 dummies:
- *Frontal Impact: Euro NCAP - ODB Frontal Impact Testing Protocol v7.0.1 April 2015.*
- *Side Impact: Euro NCAP – MDB Side Impact Testing Protocol v6.0 Aug 2012.*
 - Latin NCAP can decide in the MDB test which side of the car will be tested for the impact, the child occupants must be positioned keeping the symmetry.

- When Passenger airbag automatic detection system assessment is needed, the procedures are detailed in *Euro NCAP - Assessment Automatic Passenger Airbag Disabling Systems v1.2 Dec 2016*.

Pedestrian Protection

- Pedestrian Protection testing protocol:
 - *Euro NCAP - Pedestrian Testing Protocol v8.5 Oct 2018*.
- AEB VRU Testing Protocol
 - Until December 2022, AEB VRU validation scenarios will only be accepted as “crossing” configuration.
 - As from January 2023, Euro NCAP AEB VRU Systems 1.0.1, June 2015

Safety Assist Systems

- SBR testing protocol:
 - *Euro NCAP SA assessment protocol v5.6 Jul 2012 (Section 3)*.
- Speed Assistance testing protocol:
 - *Euro NCAP - Test Protocol - SAS v1.1 Jun 2015*.
- Lane Support Systems testing protocol:
 - Euro NCAP - Test Protocol LSS v3.0.2 Jul 2019.
 - Only scenarios in 7.2.5 and 7.2.6 will be tested
- AEB Interurban testing protocol:
 - *Euro NCAP – Test Protocol AEB systems v1.1 Jun 2015*
 - The 3D GVT (3D Euro NCAP vehicle target) will be used for assessment. In the case there is convincing evidence that the system under CCRS scenarios GVT target will show difficulties, then EVT target might be used.
- ESC testing protocol:
 - *Euro NCAP - ESC Dynamic Test Protocol v1.2 Jun 2011*.
- Moose test Scenario
 - *Latin NCAP – Moose Test Testing Protocol v1.0.0 Jan 2020*.