



Technical Bulletin #2 – 1st December 2019

Adult Occupant Protection Protocol

Border line case for unstable structural modifier ODB

In the case of Structural stability, footwell area or chest contact modifiers are applied in the ODB test, and where a borderline case is in consideration, evidence should be shown to Latin NCAP inspectors that in a more stringent test scenario the reasons for those modifiers to be introduced are same or close to the evidence recorded during the test.

The modifiers should show close performance to the same car in an ODB test with the same version as tested but at 68km/h with 30% overlap (assure the longitudinal is contained in barrier impact) and 150kg extra load. Under these conditions the deformation of the structure must be the same as tested, within a 10% tolerance in the 3D measurement and no added spot weld full or partial detachment, hinges or trans-facia tube failures as well as no chest contact detected in order to remove the modifiers. No CAD data will be accepted, only full scale test with driver and passenger HIII 50%, Q3 and Q1.5 as per the official test. Complete data, videos, pictures, 3D measurement and structure stripping driver side must be shared with less than 24 hours after the test.

