

Vehicle Selection, Sponsorship, Testing and Retesting Protocol

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PREFACE

This protocol details the procedures relating to the specification of Commercial Vans tested by Euro NCAP and the application of the rating to van variants and twins and the rules of publication.

DISCLAIMER: Euro NCAP has taken all reasonable care to ensure that the information published in this protocol is accurate and reflects the technical decisions taken by the organisation. In the unlikely event that this protocol contains a typographical error or any other inaccuracy, Euro NCAP reserves the right to make corrections and determine the assessment and subsequent result of the affected requirement(s).

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DEFINITIONS

Model Range - All the variants (i.e. all body styles, engine and equipment grades) available across Europe under a common model name or designation

Model release date - The date set by the manufacturer at which a new vehicle is first being offered to consumers in any part of Europe.

Safety Equipment - 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. Note: It does not include: Engine/transmission volume; Road wheel/tyre size, Sun roof, etc.

Variant - A unique combination of body style, engine and equipment grade or specification.

Assessment Year - The Assessment Year is defined as the calendar year in which the rating is published by Euro NCAP.

1 SPONSORSHIP AND MODEL NOMINATION

Vehicle models can be nominated for inclusion in Euro NCAP's assessment programme by a Euro NCAP Member, a vehicle manufacturer, or any third party. By nominating a model, the party agrees to accept the costs related to the assessment and publication of the result.

Vehicles that have a valid rating cannot be nominated, except in case of a re-assessment. The rating will be valid for the protocol period the vehicle was tested in, plus two additional protocol periods.

2 SPECIFICATION OF TEST VEHICLES

2.1 Test Variant

For vans, Euro NCAP will, where possible, test the best-selling variant (powertrain, gearbox specification), with the safety equipment which is standard across the entire range.

2.2 Dual Rating

If a vehicle has achieved a base rating of three stars or greater, it becomes eligible for an optional star rating showing the benefit of optional safety pack. Regardless of the sponsor of the base safety rating, all activities required to establish the optional star rating will be paid for by the manufacturer. A request for a dual star rating can only be made by the manufacturer and must be made before test vehicle selection.

2.2.1 Safety Pack

The Safety Pack can only consist of all technology covering rating elements of Safe Driving and/or Crash Avoidance.

Crash Protection and Post-Crash elements are exempt.

2.2.2 Installation rates

For a vehicle to be eligible for a Dual Rating, the manufacturer must confirm that they expect that at least 50 percent (average percentage) of the vehicles sold during the rating validity will be equipped with the safety pack, either as standard equipment or as an option.

3 APPLICATION OF STAR RATING

3.1 Twins

For twin models, where vehicles of various brand and model names being identical other than for very slight differences to grille/headlamps etc. Given limited resources, it therefore makes sense not to test every such 'twin' vehicle and instead to apply the results and rating of one to those whose performance would be no different.

The rating of one van may be carried over to those other vans which:

- Are the same in all regards related to Euro NCAP's assessments, and differ only with regard to minor styling differences such as grille, headlamp shape, interior compartmentation, seating, trim etc
- Have precisely the same sensor set (including the supplier of the sensors and mounting locations. A rating cannot be carried over to a vehicle which has different hardware (sensors) or software (functionality) to the originally-tested vehicle;
- Have software that provides for an equivalent level of performance for all the four stages in the overall rating. Where necessary, minor differences in calibration are allowed (e.g. to account for different rolling circumference of wheel/tyre combinations);
- Are built at the same plant(s);
- Have the same range of engines/powertrains as that of the originally-tested vehicle, or a sub-set of that range. Where a powertrain is added that was not part of the variant range covered by the original testing and rating (see 'Variants'), additional evidence must be provided by the vehicle manufacturer and additional testing may be required.

The vehicle manufacturer should present clear information to Euro NCAP to demonstrate that the above requirements are met, before any testing begins. Euro NCAP may ask for additional evidence and/or require additional (partial) testing in some cases.

3.2 Variants

Where one of these conditions is not met, additional evidence (in-house data or unofficial testing at Euro NCAP laboratory) is needed to demonstrate that the variant in question delivers performance equivalent to the tested vehicle. The vehicles tested must be of the same production status as for those offered for sale to consumers at or before the time of publication of the new result.

For each variant in the model range, GVW and Unladen Kerb Mass should be provided to the Secretariat. The ATM of each variant will be calculated and the result compared with the ATM of the test vehicle.

The rating can be applied to the variant in question without additional testing/evidence, if all of the following conditions are met:

- $ATM_{variant} - ATM_{tested} \leq [1.1] \times ATM_{tested}$
- $ATM_{variant} - ATM_{tested} \leq [150] \text{ kg}$
- Sensors (camera, radar etc) identically located and positioned

Where ATM is the As Tested Mass which is calculated as follows:

As Tested Mass (ATM) = (Unladen Kerb Mass + GVW)/2 + 100