

# **Euro NCAP Application Area & Official Languages**

**General**

## **Technical Bulletin G 001**

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## PREFACE

During the test preparation, vehicle manufacturers are encouraged to liaise with the laboratory and to check that they are satisfied with the way cars are set up for testing. Where a manufacturer feels that a particular item should be altered, they should ask the laboratory staff to make any necessary changes. Manufacturers are forbidden from making changes to any parameter that will influence the test, such as dummy positioning, vehicle setting, laboratory environment etc.

It is the responsibility of the test laboratory to ensure that any requested changes satisfy the requirements of Euro NCAP. Where a disagreement exists between the laboratory and manufacturer, the Euro NCAP secretariat should be informed immediately to pass final judgment. Where the laboratory staff suspect that a manufacturer has interfered with any of the set up, the manufacturer's representative should be warned that they are not allowed to do so themselves. They should also be informed that if another incident occurs, they will be asked to leave the test site.

Where there is a recurrence of the problem, the manufacturer's representative will be told to leave the test site and the Secretary General should be immediately informed. Any such incident may be reported by the Secretary General to the manufacturer and the person concerned may not be allowed to attend further Euro NCAP tests.

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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# 1 INTRODUCTION

Euro NCAP's protocols have, since its formation in 1997, applied to the member states of the European Union. These are the countries in which safety equipment must be fitted as standard in order to be included in the assessment. For example, where minimum installation rates are mandated (for optional safety packs, for example), it is the fitment rates in these countries that must be considered.

It is now appropriate to refer to Euro NCAP's 'Application Area', rather than to the 'European Union', as was previously the case, and this bulletin defines that zone. Relevant protocols will refer to this Application Area, rather than to EU28 or EU27 and the UK.

## 2 EURO NCAP APPLICATION AREA AND LANGUAGES

| Country        | Euro NCAP member | Language(s)            | Language Abbreviation |
|----------------|------------------|------------------------|-----------------------|
| Austria        | ✓                | German                 | de                    |
| Belgium        |                  | French, Dutch & German | fr, nl, de            |
| Bulgaria       |                  | Bulgarian              | bg                    |
| Croatia        |                  | Croatian               | hr                    |
| Cyprus         |                  | Greek & English        | el, en                |
| Czech Republic |                  | Czech                  | cs                    |
| Denmark        |                  | Danish                 | da                    |
| Estonia        |                  | Estonian               | et                    |
| Finland        |                  | Finnish & Swedish      | fi, sv                |
| France         | ✓                | French                 | fr                    |
| Germany        | ✓                | German                 | de                    |
| Greece         |                  | Greek                  | el                    |
| Hungary        |                  | Hungarian              | hu                    |
| Ireland        |                  | English & Irish        | en, ga                |
| Italy          | ✓                | Italian                | it                    |
| Latvia         |                  | Latvian                | lv                    |
| Lithuania      |                  | Lithuanian             | lt                    |
| Luxembourg     | ✓                | French & German        | fr, de                |
| Malta          |                  | Maltese & English      | mt, en                |
| Netherlands    | ✓                | Dutch                  | nl                    |
| Norway         | ✓                | Norwegian              | no                    |
| Poland         |                  | Polish                 | pl                    |
| Portugal       |                  | Portuguese             | pt                    |
| Romania        |                  | Romanian               | ro                    |
| Slovakia       |                  | Slovak                 | sk                    |
| Slovenia       |                  | Slovenian              | sl                    |
| Spain          | ✓                | Spanish                | es                    |
| Sweden         | ✓                | Swedish                | sv                    |
| United Kingdom | ✓                | English                | en                    |

### **3 EURO NCAP LANGUAGE REQUIREMENTS**

Where protocols allow or require text to be used to inform or warn consumers or where any other language related requirements are present, these must fulfil the requirements below.

#### **3.1 Euro NCAP member country**

Within Euro NCAP member countries, any required textual element shall be available in all of the official languages of these member countries. This applies to but is not limited to vehicle handbooks, warning labels, infotainment systems etc.

#### **3.2 Non-Euro NCAP member countries**

For non-member Euro NCAP countries, it is recommended to make all textual information available in at least one of the official languages of the country. If this requirement cannot be met, any required textual element shall at least be offered in English.