

Application of Star Rating Protocol

Implementation January 2026

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PREFACE

This protocol aims to define the way in which Euro NCAP star ratings are presented to consumers, and the rules governing the sharing of results (from test level to star-rating level) between different vehicles.

This protocol applies to all vehicle models and its variants, also called the Model Range, where partner models and twins are considered a different Model Range.

Euro NCAP's primary responsibility is to the consumer: to provide information about safety which is thoroughly determined and correct. At the same time, Euro NCAP is aware of the pressures on manufacturers and the increasing complexity of its assessment and, where it is possible to reduce the amount of testing needed, while not compromising on the validity of the information presented, it recognises the benefits to all.

This version represents a major revision of the previous one, reflecting the major changes that will take place to rating scheme in 2026 and the complexities outlined above.

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

Manufacturer - is the company which produces cars. The Manufacturer may sell cars of different Makes (brands).

Make - is the brand name under which a particular vehicle is marketed. It is not necessarily the name of the Manufacturer.

Model - is the primary name under which the vehicle is marketed.

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

Variant - A unique combination of body type, engine and drive train that makes use of most or all of the test results of the tested Variant, but may require additional or supporting in-house data.

Rating Period – A period of three years where all test and assessment protocols remain unchanged

Rating Validity – the remaining duration of the rating period in which the vehicle was assessed plus another two rating periods thereafter.

EAA – Euro NCAP Application Area as defined in TB G 001

1 APPLICATION OF STAR RATING

Euro NCAP will provide information about the variants to which a model's rating does and does not apply.

The vehicle rating from 2023 onwards, the rating remains valid for the remainder of the protocol period in which the rating was obtained plus a further two protocol periods.

1.1 Variants within the model range

Variants will be considered to share the rating of the tested vehicle if the manufacturer can provide data/information to demonstrate that all of the requirements set out below are met.

In-house data is acceptable to demonstrate compliance with the requirements of the table below, except where official tests are explicitly demanded. Euro NCAP reserves the right to request additional information.

Any variants which do not meet the requirements will be considered not to be covered by the star rating and will be marked as such in the website table.

Manufacturers may request for the star rating to be applied to other variants after the rating was published, but not later than one protocol period after the publication of the original rating. In such cases, no consideration will be given to the requirements in place at the time of the new application, only those which applied at the time of the original rating.

There is no additional charge for variants included in the initial rating of the vehicle. However, where additional variants are added later, Euro NCAP there will be a charge to cover consideration of the submission, and for any inspection and additional costs incurred.

Variant	Requirement	Data required
Body style	Same up to C-pillar, including interior and sensors	No additional data required
	Difference up to C-pillar, e.g different number of doors, different rear seats or different sensor set	In-house or official test data*
	Other hand of drive	In-house data MPDB, Pole*
Kerb mass	± 10% of kerb mass of tested variant	No additional data required
	± 20% of kerb mass of tested variant	In-house data MPDB, AE-MDB, Pole
	> ± 20% of kerb mass of tested variant	Official MPDB, AE-MDB, Pole
Powertrain	ICE (when different to tested variant)	Official MPDB, AE-MDB, Pole
	Hybrid (when different to tested variant)	In-house or official test data*
	BEV (when different to tested variant)	Official MPDB, AE-MDB, Pole
Ride height	> 50mm difference from tested variant	In-house MPDB, AE-MDB and VRU
Wheelbase	> 10% difference from tested variant	In-house MPDB

*Decision by Euro NCAP secretariat based on the level of difference

1.1.1 Supplied test data

All in-house data (physical tests or simulation data) and official Euro NCAP tests on variants have to be provided to Euro NCAP as ISO-MME data as per Technical Bulletin CP 004.

1.1.2 Acceptance criteria

The supplied test data shall be compared to the official test data of the tested variant. When the test scores are within 10% of the tested variant and the original overall rating is the same or better, the rating will apply to the variant of which the data was provided.

For monitoring purpose, the supplied test data shall also be compared to the official test data of the tested variant using the same validation criteria as per Virtual Testing, the ISO score, according to ISO TS 18571:2024 and the KPIs based on assessment criteria.

1.2 Rating Validity

The vehicle rating valid for the remaining duration of the rating period in which the vehicle was assessed plus another two rating periods thereafter. After that, the rating becomes invalid and the vehicle is eligible for reassessment. When the original rating is not considered valid for the vehicle on sale at an Annual Review (e.g. original fitment rates not met in practice) or a Facelift Review, the vehicle also becomes eligible for reassessment against the rating period at that time.

1.3 Termination of star rating

A vehicle model must be on sale in the same calendar year that the Euro NCAP star rating is awarded. 'On sale' means that, before the end of the calendar year, cars must be available at dealers or offered for sale and configurable online, with the possibility of test-driving an example. This must be the case in at least one region of the EEA.

If there are no registrations of the vehicle model in Euro NCAP's known salesdata by the end of the first quarter of the following year, the rating will be suspended on Euro NCAP's website. During this time, no use may be made of the rating by the vehicle manufacturer within the EEA or any other region for marketing or any other purposes. When at least 100 vehicle registrations appear in the database, the following applies:

- If there has been no change of protocol regime since the rating was originally published, the rating will be reinstated with the original date stamp.
- If there has been a change of protocol regime, the original rating is invalid and will not be re-published. The vehicle is eligible for re-testing against the latest protocols.

2 ANNUAL AND FACELIFT REVIEWS

To monitor changes to the model range and all its variants, Euro NCAP will apply Annual and Facelift reviews. A vehicle's rating will be subject to an annual review every 12 months from the time the original rating was released until the expiry of rating validity, to establish whether or not the original rating remains valid.

A review will comprise of a confirmation that software and vehicle hardware is unchanged and that any changes that have been made would meet the acceptance criteria as mentioned in section 1.1.2 in any of Euro NCAP's rating scheme elements.

Failure to provide such confirmation will lead to the suspension of the rating on Euro NCAP's website or a possible discontinuation of the rating pending discussions between Euro NCAP and the manufacturer.

2.1 Facelift reviews

Where a vehicle with a valid overall star rating receives a facelift and the manufacturer wishes to carry over the rating from the original test, the following rules apply: -

- The vehicle manufacturer should contact Euro NCAP approximately four months before the release of the facelifted vehicle and supply
 - o A review of the changes that have been made to the vehicle.
 - o A review of in-house test data, where appropriate.

It is the responsibility of the vehicle manufacturer to approach Euro NCAP with information concerning facelift changes. If no information is received from the manufacturer, Euro NCAP may assume that the facelifted vehicle does not meet the requirements of the original star rating. The original star rating may no longer be valid and the facelifted vehicle may be eligible for reassessment.

2.2 Dual rating review

The continued validity of an optional rating based on a safety pack will also be verified annually.

3 PUBLICATION OF RESULTS

The rating with the details of the test vehicle specification will be published on the Euro NCAP website. An optional (dual) rating must be published at the same time as the base rating. All variants are included in the same rating and are added to the table of model variants, that also details whether or not the rating applies to these variants.

Where specific market action has been required by the manufacturer as part of the retest, Euro NCAP reserves the right to bring this to the attention of the consumer at the time of the publication of the result.

3.1 Republication of ANCAP Ratings

Launch dates may vary by region and as a result it is possible for vehicle models to be tested in one region (e.g. the EAA) before those models are offered as new in another (e.g. Australasia). In these cases, Euro NCAP may use the test results of ANCAP to republish.

The following tests must be repeated by Euro NCAP:

- Frontal Offset
- Side MDB
- CRS installation (using Euro NCAP's CRS list)
- All other tests where the safety system is region-specific e.g. speed limit information systems, which detect Australasian or European signage, but not both.
- Any part of the assessment which ANCAP does not include in its assessment but which is part of Euro NCAP's assessment e.g. virtual testing.

The manufacturer demonstrates that the existing ANCAP tests are also applicable to model variants in the EAA.

- The rating in Australasia is issued within 12 months of local market introduction in Australasia.
- The rating is re-published in the EAA at the time of local market introduction.
- The rating is published in the EAA no more than one calendar year after the original ANCAP rating was published.