# NCAPs Modifier – A Comparison Study

| .MODIFIER | DESCRIPTION | UNITS | CRITERIA | LIMIT | POINTS | TYPE | Euro NCAP | Aust. NCAP | Latin NCAP | Japan NCAP | Korean NCAP | ASEAN NCAP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **OFFSET CRASH TEST (ODB 64)** | | | | | | | | | | | | |
| **GENERAL OBSERVATION** | | | | | | | | | | | | |
| DOOR OPENING DURING CRASH | | Y/N | | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ▲ | ▲ |
| FUEL LEAKS | | Y/N | | | -1 | N/A | ✖ | ✖ | ✖ | ✖ | ▲ | ✖ |
| **DRIVER ASSESSMENT** | | | | | | | | | | | | |
| EASE OF OPENING DOOR | | Y/N | | | -1 | Step | ✖ | ✖ | ✖ | ✖ | ▲ | ✖ |
| EXTRICATION | | | | | 0 | N/A | ✖ | ✖ | ✖ | ✖ | ✖ | ✖ |
| HEAD | AIRBAG_STABILTY | Y/N | Unstable | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | | | Bottoming-out | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | STEER COL. DISPLACEMENT | mm | Rearward Lateral Upward | 90-110 90-110 72-88 | -1 | Sliding | ▲ | ▲ | ▲ | ▲ | ▲# | ▲ |
| | AIRBAG DEPLOYMENT | m/s | Rearward speed | >90 | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | | Y/N | Incorrect | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | STEERING WHEEL WITHOUT AIRBAG | Y/N | Unstable | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| CHEST | A-PILLAR DISPLACEMENT | mm | Rearward displacement | 100-200 | -2 | Sliding | ▲ | ▲ | ▲ | ✖ | ▲ | ▲ |
| | STEERING WHEEL CONTACT | Y/N | Direct loading | | -1 | Step | ▲ | ✖* | ▲ | ✖ | ✖ | ✖* |
| | STEERING WHEEL DISPLACEMENT | mm | Lower displacement | | -1 | Sliding | ✖ | ✖ | ✖ | ▲ | ✖ | ✖ |
| | STRUCTURAL INTEGRITY | Y/N | | | -1 | Step | ▲* | ▲ | ▲* | ✖ | ✖ | ▲* |
| | RESTRAINT SYSTEM INTEGRITY | Y/N | | | -1 | Step | ✖ | ▲ | ✖ | ✖ | ✖ | ▲ |
| UPPER LEG | CONCENTRATED KNEE LOAD | Y/N | | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | VARIABLE KNEE CONTACT | Y/N | | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | AIRBAG DEPLOYMENT | Y/N | Incorrect | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| LOWER LEG | BRAKE PED. VERTICAL | mm | Upward displacement | 72-88 | -1 | Sliding | ▲ | ▲ | ▲ | ▲ | ▲ | ▲ |
| | | mm | Rear displacement | 100-200 | -1 | | ✖ | ✖ | ✖ | ▲ | ▲ | ✖ |
| | FOOTWELL RUPTURE | Y/N | | | -1 | Step | ▲* | ▲ | ▲* | ✖ | ✖ | ▲* |
| | PEDAL BLOCKING | mm | Rearward displacement | 50-175 | -1 | Sliding | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |

| FRONT PASSENGER ASSESSMENT | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EASE OF OPENING DOOR | | Y/N | | | -1 | Step | ✖ | ✖ | ✖ | ✖ | ▲ | ✖ |
| EXTRICATION | | | | | 0 | N/A | ✖ | ✖ | ✖ | ✖ | ✖ | ✖ |
| HEAD | AIRBAG_STABILTY | Y/N | Unstable | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | | Y/N | Bottoming-out | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | AIRBAG DEPLOYMENT | m/s | Rearward speed | >90 | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | | Y/N | Incorrect | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |
| | SECONDARY COLLISION | Y/N | | | -1 | Step | ✖ | ✖ | ✖ | ▲ | ✖ | ✖ |
| CHEST | RESTRAINT SYSTEM INTEGRITY | Y/N | | | -1 | Step | ✖ | ▲ | ✖ | ✖ | ✖ | ▲ |
| ABDOMEN | LAP BELT RIDING UP | Y/N | | | -4 | Step | ✖ | ✖ | ✖ | ▲ | ✖ | ✖ |
| UPPER LEG | CONCENTRATED KNEE LOAD | Y/N | | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲/ |
| | VARIABLE KNEE CONTACT | Y/N | | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲/ |
| | AIRBAG DEPLOYMENT | Y/N | Incorrect | | -1 | Step | ▲ | ▲ | ▲ | ✖ | ✖ | ▲ |

LEGEND:

▲      Applicable

✖      Not applicable

▲*      When this modifier is applied, knee mapping data will not be acceptable.

✖*      The modifier has been replaced with Restraint system integrity modifier.

▲/      Knee mapping data is only accepted if the car has provisional score of 5 stars.

▲#      KNCAP: a minus one point modifier for each excessive forward and rearward steering column movement

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