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ASSESSMENT PROGRAMME

# Technical Bulletin

## **Application of Euro NCAP Star Rating**

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# Application of Euro NCAP Star Rating

## **Background**

For many years, manufacturers have sought to use Euro NCAP's star rating for variants other than the one tested. Euro NCAP has not allowed this, maintaining that its rating can be used only for the variant used in the tests.

From Euro NCAP's current guidelines:

It is unacceptable for reference to be made to Euro NCAP or its rating in promotions for other variants than the assessed vehicle model.

Manufacturers may only advertise Euro NCAP results in their marketing material for a particular vehicle if the model variant of this vehicle tested by Euro NCAP is available to buy in the European Member State concerned.

## **Developments**

Some countries have introduced tax incentives based on Euro NCAP's ratings. Application of the rating to a single variant has led to a situation where vehicles which are almost identical are taxed differently, leading to confusion amongst the car-buying public.

In order to make its ratings apply more broadly across the model range, Euro NCAP applied the Car Specification, Selection, Testing & Retesting protocol from the beginning of 2008. In contrast to previous years, where safety equipment was chosen based on standard-fit to the best-selling variant, the protocol bases the selection of the test variant on fitment across the entire model range.

Moreover, Euro NCAP no longer uses 'size categories' as its basis for comparison. Since the beginning of 2009, the website has allowed comparison between cars with broadly similar structures (e.g. passenger car, off-roader etc) and with masses within 150kg of one another.

## **Decision**

Against this background, it seems untenable for Euro NCAP to maintain that the star rating cannot be applied to variants within a model range which have identical front-end structure to the one tested, and very similar kerb weights.

Manufacturers may submit crash test data for evaluation by the Euro NCAP Secretariat for variants which:

- have an unladen kerb mass within +/- 150kg of the variant tested, and

- have identical, or almost identical, structure forward of the B-pillar (including bumper construction), and
- do not differ in the number of side entry doors (3/5 door, for example), and
- have the same or greater level and fitment of safety equipment, including all Euro NCAP-relevant primary and secondary technologies.

### **Procedure**

Manufacturers must submit information to the Euro NCAP Programme Manager. Relevant crash test data should be submitted for all variants for which an application is being made. Unladen kerb weights should be provided showing the difference from the tested variant. For different body styles, drawings should be provided showing that the variants are structurally comparable. Where equipment differs from the variant tested (e.g. different side airbags), the differences should be noted. Information should also be submitted regarding the fitment of safety equipment to the variants under consideration. Euro NCAP reserves the right to ask for data demonstrating the performance of the variant in any area of Euro NCAP's assessment or to ask for additional tests to be done at an approved laboratory.

Euro NCAP will maintain a database of the variants to which its star rating applies and will list those variants on its website.

### **Date of Application**

Euro NCAP will start receiving applications immediately.