GLOBAL NEW CAR ASSESSMENT PROGRAMME

(Global NCAP)

TESTING PROTOCOLS

Version 1.0.0

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ACKNOWLEDGEMENT

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**Information required ahead of testing**

Manufacturers will be requested to complete the manufacturers form according to the following document:

- Manufacturers request Global NCAP 2020 – latest version

In the case that the car to be tested is Electric or Hybrid, extra considerations must be put in place at the time of testing according to the following document:

- Euro NCAP - Testing of Electric Vehicles v1.0 Oct 2010

**Adult Occupant Protection**

- Frontal ODB testing protocol:
- Knee mapping testing protocol (when required):
  - Euro NCAP - Sled Test Procedure For Assessing Knee Impact Areas v2.7 Jun 2011.
- Side MDB testing protocol
  - Global NCAP can decide if the impact side is the driver or passenger side randomly before the test.
- Side Pole impact testing protocol:
  - Global NCAP can decide if the impact side is the driver or passenger side randomly before the test.
  - Front headrest position can also be set according to Global NCAP MDB protocol or the highest position.
- HPD (Head Protection Device) assessment procedures (when required, for information only):
  - Euro NCAP - OPSI Testing Protocol (Section 7.5) v7.0.4 Sept 2018

**Child Occupant Protection**

- COP dynamic testing protocol using Q1 ½ and Q3 dummies:
  - Global NCAP can decide in the MDB test which side of the car will be tested for the impact, the child occupants must be positioned keeping the symmetry.
• When Passenger airbag automatic detection system assessment is needed, the procedures are detailed in *Euro NCAP - Assessment Automatic Passenger Airbag Disabling Systems v1.2 Dec 2016*.

**Others**

- SBR testing protocol:
  - *Euro NCAP SA assessment protocol v5.6 Jul 2012 (Section 3).*

- ESC testing protocol: