



Euro NCAP
For Safer Cars

Version 1.2
July 2026

WorldSID 50th Specification and Certification

Crash Protection

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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 WORLDSID 50TH SPECIFICATION

1.1 General

The WorldSID 50th percentile ATD must conform to the specification detailed in ISO 15830 parts 1-4:2022, including ISO 15830-2:2022/Amd 1:2026 and ISO 15830-3:2022/Amd 1:2026.

1.2 Additions and modifications

None.

1.3 Certification

Full details of the WorldSID certification requirements are available in ISO 15830-2:2022.

No manufacturer shall have access to any pre-test information regarding any of the test equipment to be used by Euro NCAP, or be permitted to influence its selection in any way.

The WorldSID used on the driver's seat shall be re-certified after every FOUR impact tests. A maximum of two pole tests are permitted before the dummy is to be recertified.

The WorldSID used on the passenger's seat shall be re-certified after every TEN impact tests.

If an injury criterion reaches or exceeds its normally accepted limit (e.g. HIC of 700) then that part shall be re-certified.

If any part of the dummy is broken in a test, the part shall be replaced with a fully certified component.

A copy of the dummy certification certificate will be provided as part of the full report for a test.

1.4 Dummy instrumentation

All instrumentation used in the dummy shall be:

- Calibrated before the test programme.

- Re-calibrated after one year, regardless of the number of tests for which it has been used.

- Re-calibrated if it reaches its channel amplitude class (CAC) during any test.

- Listed in the test report along with calibration dates

- Mounted according to procedures laid out in SAE J211.

- Transducer sign convention is detailed in SAE J1733.

- In accordance with the performance specifications detailed in SAE J2570.

- In compliance with ISO 15830 parts 1-4:2022.

The CAC for each transducer shall be chosen to cover the Minimum Amplitude listed in the table. In order to retain sensitivity, CACs which are orders of magnitude greater than the Minimum Amplitude may not be used.

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The WorldSID shall be instrumented to record the channels listed below. Additional channels may be recorded.

Location	Parameter	Minimum amplitude
Head	Linear acceleration, Ax, Ay, Az	250g
	Angular velocity, ω_x , ω_y , ω_z	4000deg/sec
Upper neck	Forces Fx, Fy, Fz Moments Mx, My, Mz	5kN, 300Nm
Lower neck ¹	Forces Fx, Fy, Fz Moments Mx, My, Mz	5kN, 300Nm
Shoulder(s) ² – Joint	Forces, Fx, Fy, Fz	8kN
Shoulder – Rib	Displacement & rotation	100mm
Thorax - Upper rib	Displacement & rotation	100mm
Thorax - Mid rib	Displacement & rotation	100mm
Thorax - Lower rib	Displacement & rotation	100mm
Thoracic temperature	Temperature	30°C
Spine - T4	Linear acceleration, Ax, Ay, Az	200g
Abdomen - Upper rib	Displacement & rotation	100mm
Abdomen - Lower rib	Displacement & rotation	100mm
Spine - T12	Acceleration, Ax, Ay, Az	200g
Lumbar spine	Forces Fx, Fy, Fz Moments Mx, My, Mz	5kN, 300Nm
Pelvis	Acceleration, Ax, Ay, Az	200g
Pelvis – Pubic symphysis	Force	5kN
Femoral neck – struck side only	Force, Fx, Fy, Fz	5kN

¹ Far side sled tests only

² In a dual occupancy test, both driver shoulders shall be instrumented.

Where the number of channels in the WorldSID is 45 or more, only in-dummy data acquisition systems may be used. Where there are fewer than 45 channels, the use of umbilical cables is at the laboratory's discretion.

The WorldSID on the passenger's seat shall be instrumented to record the channels listed below. Additional channels may be recorded.

Location	Parameter	CAC
Head	Linear acceleration, Ax, Ay, Az	250g
Upper neck	Forces Fx, Fy, Fz Moments Mx, My, Mz	5kN, 300Nm
Shoulder – Joint	Forces, Fx, Fy, Fz	8kN
Spine - T12	Acceleration, Ax, Ay, Az	200g
Pelvis	Acceleration, Ax, Ay, Az	200g
Pelvis – Pubic	Force	5kN

1.5 Dummy clothing and footwear

As defined in ISO 15830:2022.

1.6 Dummy joints

Stabilise the dummy temperature by soaking in the required temperature range for at least 5 hours.

The WorldSID arms, knee pivots and ankle joints shall be adjusted according to the procedures in ISO 15830-4:2022, Annex E.

The dummy joint stiffnesses should be set as close as possible to the time of the test and, in any case, not more than 24 hours before the test.

Maintain the dummy temperature within the permissible temperature range between the time of setting the limbs and up to a maximum of 5 minutes before the time of the test.

1.7 Dummy measurements

1.7.1 AE-MDB and Pole tests

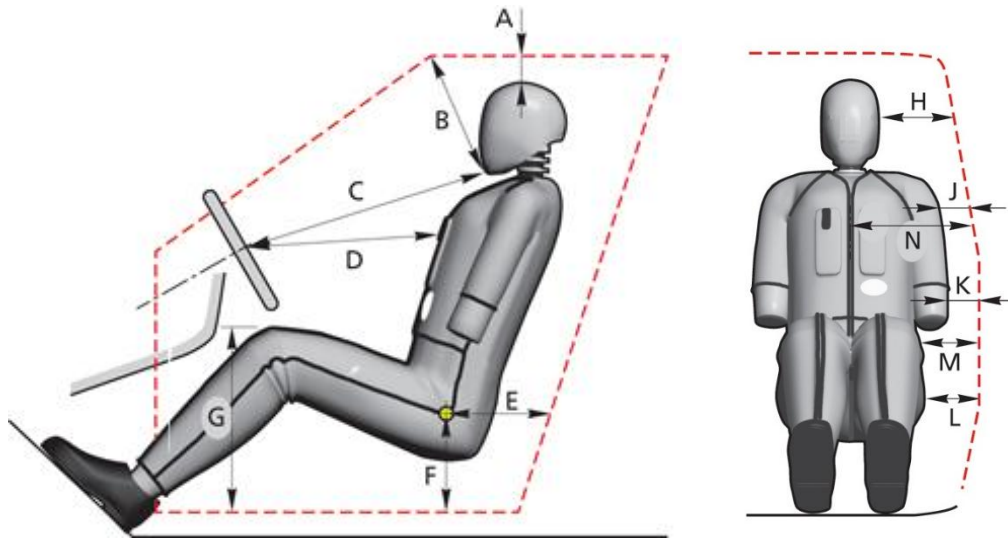


Figure 1: Driver dummy measurements – Note: Arm position NOT according to test setup.

Driver measurements	Description
A	Head to roof panel
B	Chin to windscreen joint
C	Chin to centre of the steering wheel
D	Thorax strap to centre of the steering wheel centre (horizontal)
E	Hip-joint point to inside opening of the door (horizontal)
F	Hip-joint point to inside opening of the door (vertical)
	H-Point coordinates (to vehicle reference)
G	Knee/floor covering (vertical)
H	Head to side window pane (or padding)
J	Shoulder to window pane (or padding)
K	Elbow to door (or padding)
L	Pelvis to door (or padding)
M	Knee to door (or padding)
N	Belt webbing to door (horizontally)
	Neck bracket notch

Passenger dummy measurements

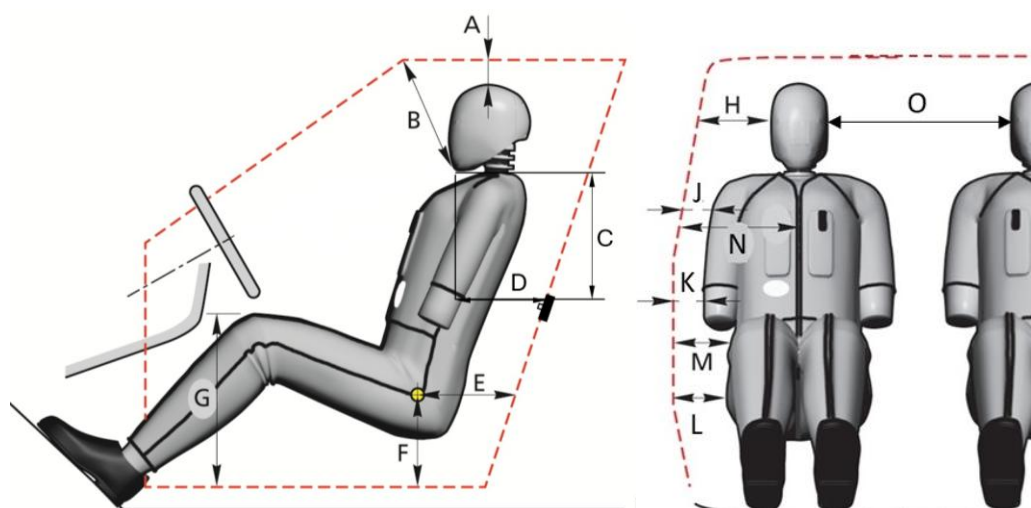


Figure 2: Driver dummy measurements

Passenger measurements	Description
A	Head to roof panel
B	Nose to windscreen joint
C	Chin to door hook plate top screw head (vertical)
D	Chin to door hook plate top screw head (horizontal)
E	Hip-joint point to inside opening of the door (horizontal)
F	Hip-joint point to inside opening of the door (vertical)
	H-Point coordinates (to vehicle reference)
G	Knee to floor covering (vertical)
H	Head to side window pane (or padding)
J	Shoulder to window pane (or padding)
K	Elbow to door (or padding)
L	Pelvis to door (or padding)
M	Knee to door (or padding)
N	Belt webbing to door (horizontally)
O	Distance between head CoG* and impact line (horizontally)
	Neck bracket notch

*In ISO 15830:2022 (without amendments) the name head CoG mark was renamed to head reference mark.

1.7.2 Far side main loadcases

To ensure repeatability of dummy seating & positioning - take detailed static 3D measurements of dummy, seat belt anchorage points and vehicle interior after the dummy settling and positioning procedures have been carried out.

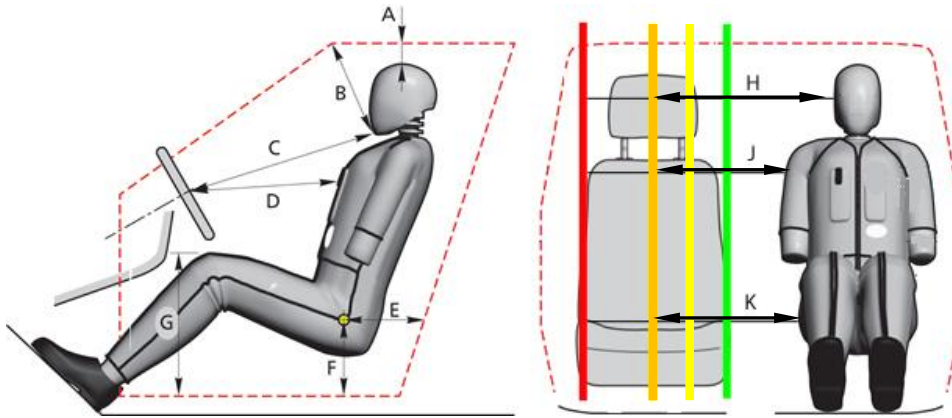


Figure 3: Pre-test measurements

Driver measurements	Description
A	Not required
B	Chin to windscreen joint
C	Chin to centre of the steering
D*	Thorax strap to centre of the steering wheel centre (horizontal)
E	Manikin and dummy hip-joint point/inside opening of the door (horizontal)
F	Manikin and dummy hip-joint point/inside opening of the door (vertical)
	H-Point co-ordinates (to vehicle reference)
G	Knee to floor covering (vertical)
H	Head to seat centreline
J	Shoulder to seat centreline
K	Hip-joint to seat centreline
	Neck bracket notch

To ensure repeatability of dummy seating & positioning, take detailed static 3D measurements as detailed in the table below. These are to be used as a reference for comparison with the initial posture and position of the CAE dummy. A suitable origin for the CMM measurements is needed (e.g. door striker) and shall be specified by the vehicle manufacturer. See APPENDIX A for further information.

Measurement location	Description	Coordinates
Head CoG*	Head skin outboard marking	X, Y, Z
Head	Tilt angle sensor	1 dimension
Neck bracket	Corner front	X, Y, Z

Measurement location	Description	Coordinates
Neck bracket	Corner rear	X, Y, Z
Shoulder	Screw centre	X, Y, Z
Arm	Tip of foam centre	X, Y, Z
Arm	Upper arm angle	1 dimension
Thorax	Tilt angle sensor	1 dimension
H-point		X, Y, Z
Pelvis	Tilt angle sensor	1 dimension
Femur	Centreline of clevis	X, Y, Z
Femur	Angle	1 dimension
Knee	Joint screw centre	X, Y, Z
Ankle	Screw centre	X, Y, Z
Head restraint	OEM location, e.g. stem or hole	X, Y, Z
Seatback	Angle (OEM location)	1 dimension
Seatbelt	Upper belt edge at dummy centreline	X, Y, Z

*In ISO 15830:2022 (without amendments) the name head CoG mark was renamed to head reference mark.

1.8 Dummy painting and marking

The dummies shall have non-metallic, crepe paper based masking tape placed on the areas to be painted using the sizes detailed below. The tape must be completely covered with paint, with the exception of the driver head where only the outer edge of the tape is painted.

The paint must be applied close to the time of the test to ensure that the paint will still be wet on impact

Driver	Outboard side of dummy	Inboard side of dummy
Head tape outline	Blue, red & green 100mm square centreline of head with lower edge at C of G.	Red
Head CoG*	Orange Circle Ø40mm	Yellow
Head top along mid sagittal plane	Green & yellow 200mm x 20mm strip	Green
Shoulder & arm	Blue	

After switching on the in-dummy data acquisition, the air inside the dummy and the sensors may warm up whereas the dummy itself is still at a lower temperature. Such sudden temperature rises do not reflect the actual dummy temperature and may be ignored as long as they do not exceed a duration of 20 minutes.

1.10 Post Test Dummy Inspection

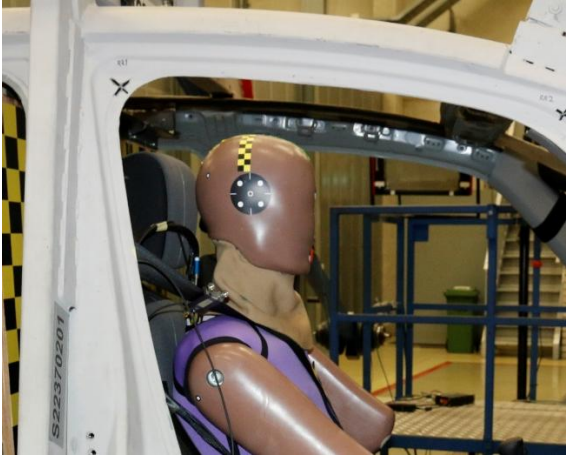
All dummies shall be visually inspected immediately after the test.

Any lacerations of the skin or breakages should be noted in the test details, a dummy may have to be re-certified in this case.

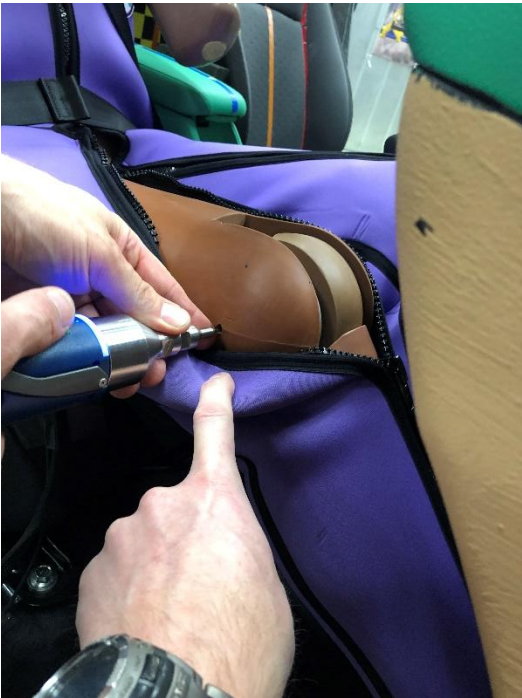
Any screws that have become loose or detached shall be re-tightened to the required torque or replaced as necessary.

APPENDIX A

1. Far side sled test – Pre test dummy measurements

Description	
Head CoG, Outboard head skin marking ISO 15830:2022 (without amendments) the name head CoG mark was renamed to head reference mark.	
Neck bracket, rearmost, outboard corner of the bracket	
Neck bracket, foremost, outboard corner of bracket	

Outboard arm, shoulder screw centre	
Outboard arm, tip of arm foam centre	
Outboard arm angle, place a straight edge along the length of the arm	
Outboard femur, centreline of knee clevis	

	
Outboard knee, knee joint/bolt centre	
Outboard femur, angle, place a short length inclinometer on the femur centreline	

	
Outboard ankle, centre of bolt	
Outboard head restraint tube, most outboard part of the tube where it meets the seatback.	
Diagonal seatbelt	

