



Euro NCAP
For Safer Cars

Version 1.2
July 2026

Crash Protection

Vulnerable Road User Impacts

Protocol

Implementation January 2026

Copyright © Euro NCAP 2026 - This work is the intellectual property of Euro NCAP. Permission is granted for this material to be shared for non-commercial, educational purposes, provided that this copyright statement appears on the reproduced materials and notice is given that the copying is by permission of Euro NCAP. To disseminate otherwise or to republish requires written permission from Euro NCAP.

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 setup, 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).

CONTENTS

SCORING	1
1 MEASURING EQUIPMENT	2
1.1 Reference system	2
1.2 Impactors	2
1.3 Measurement and variables	2
1.4 Filming and photography	2
2 TEST CONDITIONS	3
2.1 Vehicle under test preparation	3
2.2 VUT marking	3
2.3 Recording the impact locations	25
3 TEST PROCEDURE	26
3.1 General	26
3.2 Vehicles with deployable systems	26
3.3 Manufacturer supplied data	39
3.4 Test execution	42
4 ASSESSMENT CRITERIA AND SCORING	53
4.1 Points calculation	53
4.2 Criteria and limit values	53
4.3 Modifiers	54
4.4 Scoring & visualisation	54

SCORING

Crash Protection – Vulnerable Road Users		Total points 20
Head impacts		10
Child & small adult pedestrian		
Adult pedestrian		
Cyclist		
Pelvis and leg impacts		10
Pelvis		2.5
Femur		2.5
Knee and tibia		5

Definitions used in this protocol can be found in Euro NCAP Technical Bulletin CP 001.

1 MEASURING EQUIPMENT

1.1 Reference system

The sign convention used for configuring the transducers is stated in SAE J211 (2022).

1.2 Impactors

All impactors to be used in VRU testing shall conform to the specifications detailed in Technical Bulletin CP 401.

1.3 Measurement and variables

1.3.1 Instrumentation general

All instrumentation used in the tests shall be (re-)calibrated at least once every 12 months and be re-calibrated if it reaches its Channel Amplitude Class (CAC) during any test.

The measurement data shall be recorded according to ISO 6487 or SAE J211/1 (2022) at a minimum sample frequency of 20kHz.

1.4 Filming and photography

Filming and photography requirements are detailed in Technical Bulletin CP 003.

2 TEST CONDITIONS

2.1 Vehicle under test preparation

Prepare the vehicle under test (VUT) as defined in Technical Bulletin CP 004.

2.1.1 Normal ride attitude

The vehicle is in its normal ride attitude when:

- a) VUT preparation has been completed in accordance with CP 004.
- b) the vehicle attitude is in running order positioned on the ground,
- c) tyres are inflated to the recommended pressures,
- d) the front wheels are in the straight-ahead position,
- e) maximum capacity of all fluids necessary for operation of the vehicle,
- f) all standard equipment as provided by the vehicle manufacturer is included,
- g) the suspension is set for a driving speed of 40km/h in normal running conditions specified by the manufacturer (especially for vehicles with an active suspension or a device for automatic levelling).

The manufacturer shall specify the normal ride attitude with reference to the vertical (Z) position of any marks, holes, surfaces and identification signs on the vehicle body, above the ground. These marks shall be selected such as to be able to easily check the vehicle front and rear ride heights and vehicle attitude.

If the reference marks are found to be within $\pm 25\text{mm}$ of the design position in the vertical (Z) axis, then the design position shall be considered to be the normal ride height. If this condition is met, either the vehicle shall be adjusted to the design position, or all further measurements shall be adjusted, and tests performed, to simulate the vehicle being at the design position.

Where this is not the case, the normal ride height as determined in CP 004 will be used.

All ride heights measured are the normal ride attitude ride heights.

2.2 VUT marking

Where the vehicle has been supplied directly by the OEM and has a licence plate holder attached, this shall not be removed. If the vehicle has been sourced from a dealership, licence plate holders that have been added to the vehicle shall be removed.

The vehicle shall be marked with a grid as described in the following sections. The marking procedures divide the front of the car into zones which are then assessed using appropriate impactors. All markings and measurements should be made with the vehicle in its Normal Ride Attitude.

The vehicle manufacturer must provide Euro NCAP with coordinates of all grid points derived from either CAE data or physical mark out.

A comparison of the grid origin C0,0 and two other points on WAD 2100, will be made between the laboratory mark out and the data provided by the vehicle manufacturer. For manufacturer predicted data to be accepted, grid points must be within 10mm of each other.

Where the grid points of Euro NCAP and vehicle manufacturer are within 10mm of each other the laboratory mark-out shall be used.

Where the two grids differ by more than 10mm the vehicle manufacturer shall be informed and both markings will be examined in greater detail to establish the cause of any differences. The Secretariat will then take a decision as to how to proceed with vehicle marking.

The vehicle manufacturer must provide data in the form of colour predictions corresponding to defined HIC for all headform grid locations. Testing will be carried out by Euro NCAP to a number of locations to verify the accuracy of data provided by the vehicle manufacturer. If the OEM does not provide predicted headform data, the testable area shall be marked and evaluated as described in the Euro NCAP Pedestrian Testing Protocol version 5.3.1, November 2011 with the headform test area extended to evaluate points up to WAD 2500.

For vehicles fitted with deployable systems, the headform impactor marking will be applied to the vehicle with the system in the undeployed state. This will be the case regardless of whether or not the bonnet is locking or non-locking or the vehicle uses an airbag. The WAD 775 and WAD 930 will be marked on the vehicle with the system in the un-deployed state. If deployment occurs prior to the pedestrian contact with the WAD 775, creating an increased hazard such as increased height, the Euro NCAP secretariat will give consideration to marking out the WAD 775 and WAD 930 in the deployed state.

Note: Marking in the undeployed state was chosen to avoid the possibility of discontinuities in the test areas leading to anomalies or inconsistencies in the test results.

Where the vehicle manufacturer provides data showing that a deployable system offers protection to the upper leg, the upper legform tests will be carried out by conducting dynamic tests. The WAD 775 and WAD 930 will be marked on the vehicle in the deployed position.

In case of any gaps in the relevant markup areas of the vehicle front such as WAD 930 and the internal bumper reference line, e.g. in the grille area, approximate the outer contour of the vehicle using tape to span these gaps. Between the lower bumper reference line and the BLE, create a wrap around up to the BLE. All measurements and markings shall be placed on this tape. In case of any doubt how to place the tape use the WAD marking procedure, i.e. the covering tape is placed like the tape measure during WAD marking.

2.2.1 Bonnet side reference line

The Bonnet Side Reference Line is defined as the geometric trace of the points of contact between a straight edge 700mm long and the side of a bonnet, as defined in Section 2.2.2 and A-Pillar, when the straight edge, held parallel to the lateral vertical plane of the car and inclined inwards by 45° is traversed down the side of the bonnet top and A-Pillar, while remaining in contact with the surface of the body shell, any contact with door mirrors is ignored. See Figure 1.

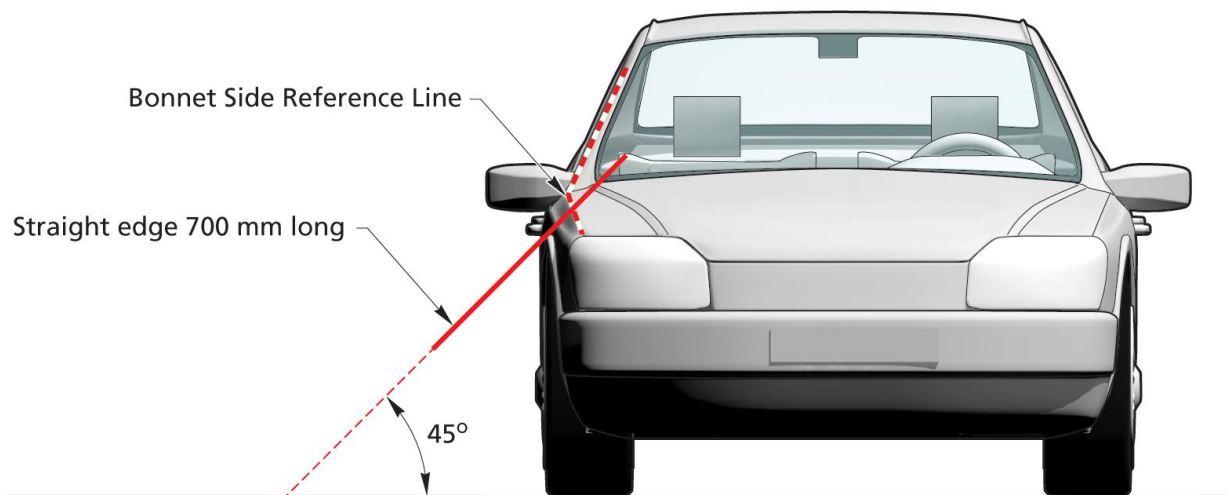


Figure 1: Determination of the bonnet side reference lines

- 2.2.1.1 Fix a straight edge that is 700mm long at 45° to the vertical. With this edge in a plane parallel to the lateral vertical plane of the car, position the straight edge at the front of the front wing and in contact with the bonnet.
- 2.2.1.2 Mark the point of contact of the straight edge and wing.
- 2.2.1.3 Pull the straight edge away from the wing, move it towards the other end of the vehicle by not more than 100mm and then back into contact with the wing.
- 2.2.1.4 Mark the point of contact of the straight edge and wing.
- 2.2.1.5 Repeat Sections 2.2.1.3 to 2.2.1.4 moving the edge along the length of the wing, A-Pillar and Cant Rail if required (depending on the anticipated position of the 2500 Wrap Around Distance)
- 2.2.1.6 Where multiple or continuous contacts occur the most outboard contact shall form the bonnet side reference line. For any discontinuities, reduce the measuring interval steps as appropriate.
- 2.2.1.7 Using a flexible rule, join the marks on the vehicle to form a line. This line may not be continuous but may 'jump' around the wing/wheel arch areas.
- 2.2.1.8 Repeat for the other side of the vehicle.
- 2.2.1.9 A partial modification of the side reference lines may be necessary subsequent to the determination of the corner reference points according to Section 2.2.6.

2.2.2 Bonnet leading edge reference line

The Bonnet Leading Edge Reference Line is defined as the geometric trace of the points of contact between a straight edge 1000mm long and the front surface of the bonnet, when the straight edge, held parallel to the vertical longitudinal plane of the car and inclined rearwards by 50° and with the lower end 600mm above the ground, is traversed across and in contact with the bonnet leading edge, see Figure 2. For vehicles having the bonnet top surface inclined at essentially 50°, so that the straight edge makes a continuous contact or multiple contacts rather than a point contact, determine the reference line with the straight edge inclined rearwards at an angle of 40°. For vehicles of such shape that the bottom end of the straight edge makes first contact then that contact is taken to be the bonnet leading edge reference line, at that lateral position. For vehicles of such shape that the top end of the straight edge makes first contact then the geometric trace of 1000mm wrap around distance will be used as the Bonnet Leading Edge reference line at that lateral position. The top edge of the bumper shall also be regarded as the bonnet leading edge, if it is contacted by the straight edge during this procedure.

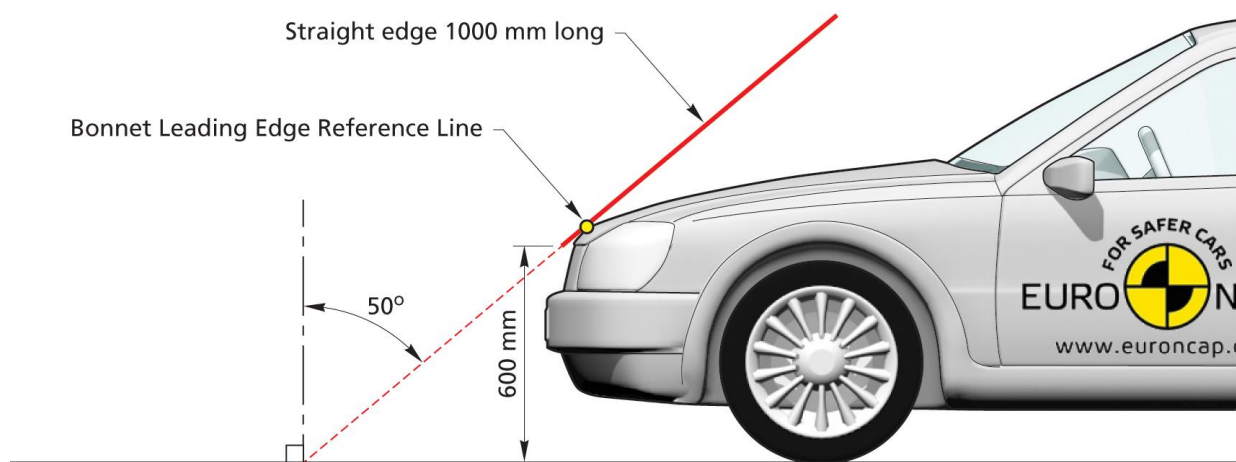


Figure 2: Determination of the Bonnet Leading Edge Reference Line

2.2.2.1 The bonnet leading edge is defined as the front upper outer structure including the bonnet and wings, the upper side members of the headlight surround and any other attachments.

2.2.2.2 Fix a straight edge that is 1000mm long at 50° to the vertical and with its lower end at a height of 600mm. If the top surface of the bonnet is inclined at essentially 50° so that the straight edge makes a continuous contact or multiple contacts rather than a point contact, determine the reference line with the straight edge inclined rearwards at an angle of 40°. With this edge in a plane parallel to the vertical longitudinal plane of the car, position the straight edge at one end of, and in contact with, the bonnet.

2.2.2.3 Mark the point of contact of the straight edge and bonnet.

2.2.2.4 If the bottom end of the straight edge makes first contact then mark this point of contact.

2.2.2.5 If the top end of the straight edge makes first contact behind the 1000mm Wrap Around Distance, then use the geometric trace of the 1000mm Wrap Around Distance at that lateral position.

2.2.2.6 Pull the straight edge away from the bonnet, move it towards the other end of the bonnet by not more than 100mm and then into contact with the bonnet.

2.2.2.7 Mark the point of contact of the straight edge and bonnet.

2.2.2.8 Repeat Sections 2.2.2.4 to 2.2.2.7 across the whole width of the bonnet. Using a flexible rule, join the marks on the bonnet to form a line. This line may not be continuous but may 'jump' around the grill and badge area etc. This line is the Bonnet Leading Edge Reference Line.

2.2.3 Bonnet rear reference line

The Bonnet rear reference line is defined as the geometric trace of the most rearward point of contact between a 165mm sphere and the frontal upper surface, when the sphere is traversed across the frontal upper surface, while maintaining contact with the windscreen.

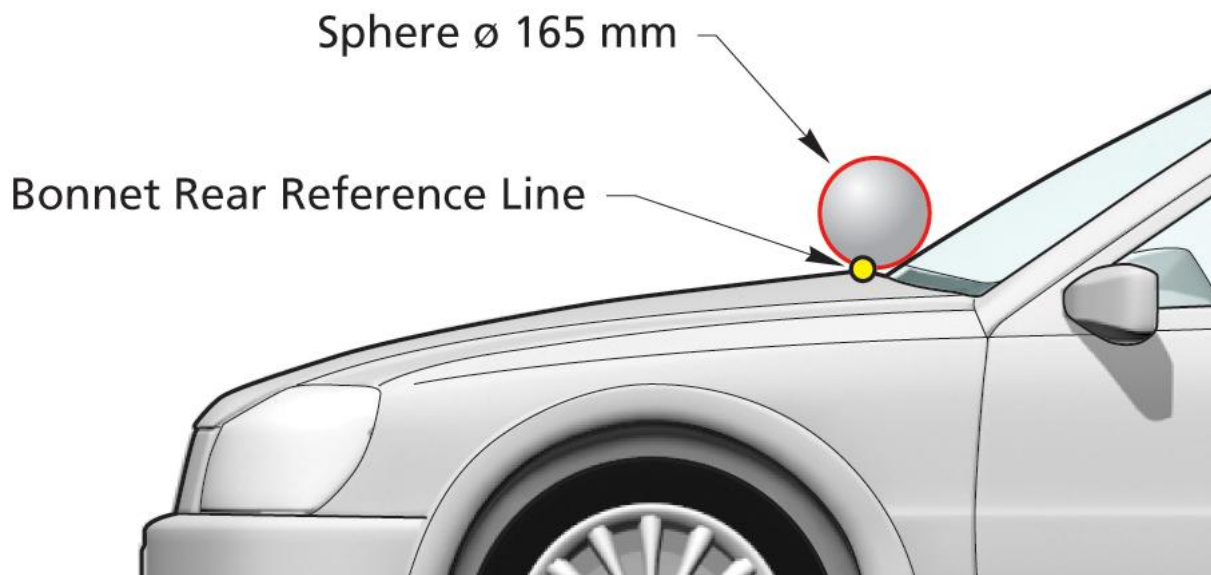


Figure 3: Determination of the bonnet rear reference line

2.2.3.1 Remove the wiper blades and arms.

2.2.3.2 Place a 165mm sphere at the vehicle centreline on the frontal upper surface so that the rearmost point of contact of the sphere is always on the glass.

2.2.3.3 Mark the most forward point of contact between the sphere and the vehicle's frontal upper surface. Repeat this at suitable increments moving outboard until the sphere contacts the side reference line on both sides of the vehicle. See Figure 3.

2.2.3.4 Where the bonnet rear reference line and side reference line do not intersect, the bonnet rear reference line is extended and/or modified using a semi-circular template, of radius 100mm. The template shall be made of a thin flexible sheet material that easily bends to a single curvature in any direction. The template shall, if possible, resist double or complex curvature where this could result in wrinkling. The recommended material is a foam backed thin plastic sheet to allow the template to 'grip' the surface of the vehicle.

2.2.3.5 The template shall be marked up with four points 'A' through 'D', as shown in Figure 4, while the template is on a flat surface. The template shall be placed on the vehicle with Corners 'A' and 'B' coincident with the side reference line. Ensuring these two corners remain coincident with the side reference line, the template shall be slid progressively rearwards until the arc of the template makes first contact with the bonnet rear reference line. Throughout the process, the template shall be curved to follow, as closely as possible, the outer contour of the vehicle's bonnet top, without wrinkling or folding of the template. If the contact between the template and bonnet rear reference line is tangential and the point of tangency lies outside the arc scribed by points 'C' and 'D', then the bonnet rear reference line is extended and/or modified to follow the circumferential arc of the template to meet the side reference line, as shown in Figure 4.

2.2.3.6 If the template does not make simultaneous contact with the side reference line at points 'A' and 'B' and tangentially with the bonnet rear reference line, or the point at which the bonnet rear reference line and template touch lies within the arc scribed by points 'C' and 'D', then additional templates shall be used where the radii are increased progressively in increments of 20mm, until all the above criteria are met.

2.2.3.7 Once defined, the modified bonnet rear reference line is assumed in all subsequent paragraphs and the original ends of the line are no longer used.

2.2.3.8 Replace the wiper arms and blades.

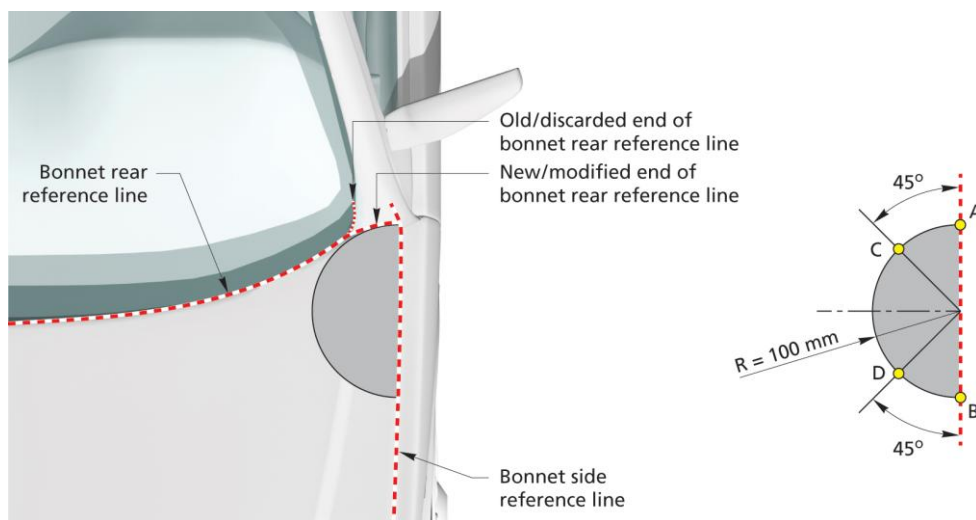


Figure 4: Bonnet rear reference line template and extension

2.2.4 Windscreen rear reference line

The windscreen rear reference line is defined as the physical rearmost edge of the visible windscreen glazing. Glazing at the rear edge of the windscreen that is behind a rubber seals will be counted as the roof. Where there is no discernible boundary for the windscreen rear reference line e.g. the windscreen has formed part of the roof, then the windscreen rear reference line is defined as the geometric trace of the highest points of contact between a straight edge 700mm long and the front surface of the windscreen when the straight edge, held parallel to the longitudinal vertical plane of the car and inclined rearwards by 45°.

2.2.4.1 Beginning at the vehicle centreline draw a line outboard along the intersection of the rearmost glazing edge with the rubber seal up to the outboard edge of the glazing.

2.2.4.2 Using the template defined in Section 2.2.3.4, place it on the vehicle with corners 'A' and 'B' coincident with the side reference line. Ensuring these two corners remain coincident with the side reference line, the template shall be slid progressively rearwards until the arc of the template makes first contact with the windscreen rear reference line. If the contact between the template and windscreen rear reference line is tangential and the point of tangency lies outside the arc scribed by points 'C' and 'D', then the windscreen rear reference line is extended and/or modified to follow the circumferential arc of the template to meet the side reference line

2.2.4.3 If the template does not make simultaneous contact with the side reference line at points 'A' and 'B' and tangentially with the windscreen rear reference line, or the point at which the windscreen rear reference line and template touch lies within the arc scribed by points 'C' and 'D', then additional templates shall be used where the radii are increased progressively in increments of 20mm, until all the above criteria are met.

2.2.5 Marking wrap around distances

The headform test area is defined as the outer structure that includes the upper surface of all outer structures. It includes, but is not limited to, the bonnet, wings, windscreen scuttle, wiper arms/spindles, windscreen frame, A-pillars and roof. It is bounded by the geometric trace of the 1000mm wrap around line in the front, the Bonnet Side Reference Lines and the 2500mm wrap around distance (WAD).

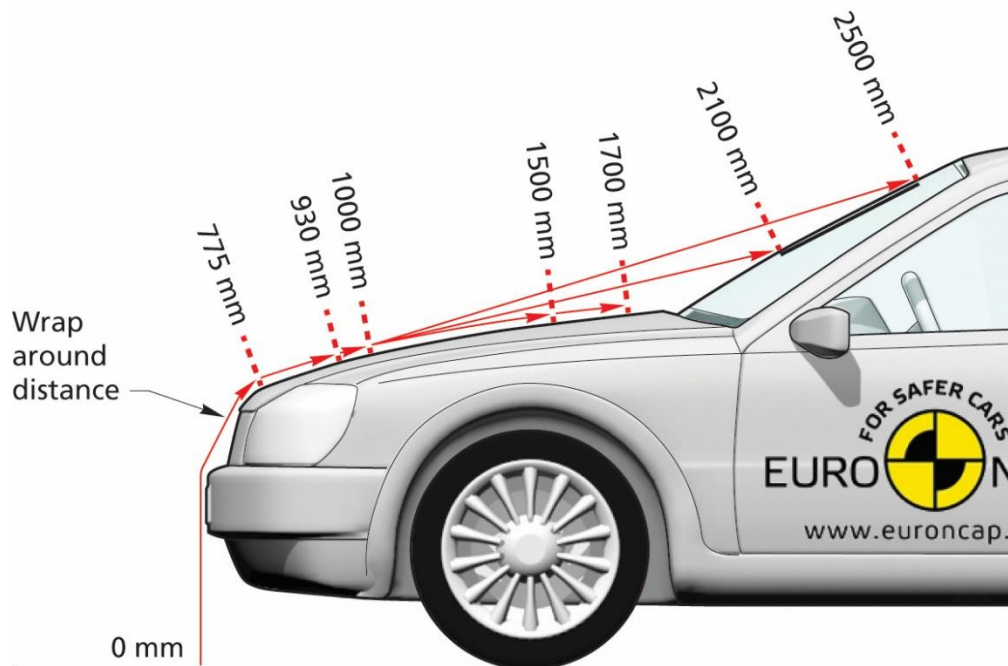


Figure 5: Marking wrap around lines

2.2.5.1 Begin at the vehicle centreline.

2.2.5.2 Place the end of a flexible tape measure or graduated wire on the floor vertically below the front face of the bumper.

2.2.5.3 Wrap the tape or wire over the bumper, bonnet windscreen and roof ensuring that it is maintained in a vertical longitudinal (X, Z) plane and that its end is still in contact with the ground. The tape should be held taut throughout the operation, vertically below the front face of the bumper, see Figure 5.

2.2.5.4 Mark on the bumper/grille, bonnet top, windscreen, A-pillars and/or roof the wrap around distances of 775mm, 930mm, 1000mm, 1500mm, 1700mm, 2100mm and 2500mm. These are the geometric traces described on the outer surface of the vehicle by the end of flexible tape or wire 775mm, 930mm, 1000mm, 1500mm, 1700mm, 2100mm or 2500mm long, when it is held in a vertical fore/aft plane of the car and traversed across the front of the bonnet and bumper.

2.2.5.5 Where the BLE is rearward of WAD 775 mm and/or WAD 930 mm, for example if there is a large amount of bumper lead, the respective WAD shall be marked on a tape which is spanned between the lower bumper reference line and the BLE. Note, this may not be on the outer surface of the vehicle, see Figure 6.

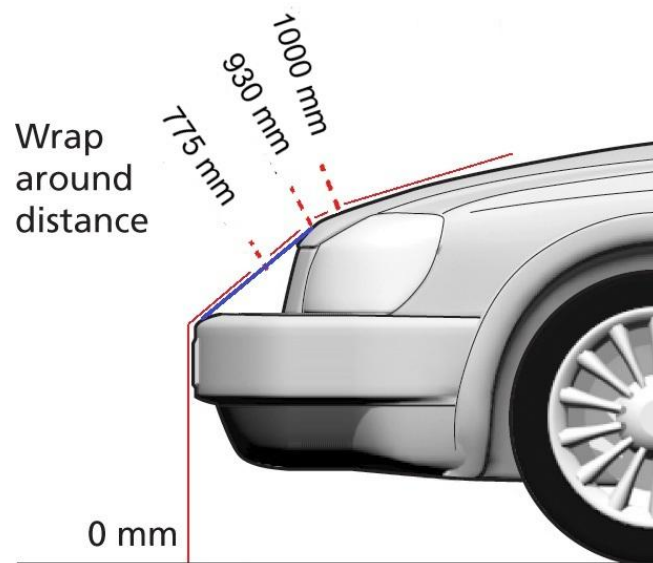


Figure 6: Marking wrap around lines with high bumper lead

- 2.2.5.6 Where any of the WADs lie below the outer contour of the vehicle, for example in the gap behind the bonnet, using the tape or wire approximate the outer contour of the vehicle horizontally rearward from the last point of contact and project the WAD vertically down onto the underlying structure.
- 2.2.5.7 Reposition the end of the tape on the ground no further than 100mm laterally outboard starting at the vehicle centreline up to the Corner of Bumper. The tape should be stretched over the A-pillars where necessary.
- 2.2.5.8 Repeat steps 2.2.5.2 to 2.2.5.7 until the width of the vehicle has been marked up to the Side Reference Lines.
- 2.2.5.9 Join the points marked on the bonnet to form lines at wrap around distances of 775mm, 930mm, 1000mm, 1500mm, 1700mm, 2100mm and 2500mm. Points located on WAD 1000 up to and including WAD 1500 will be assessed using the child/small adult headform. Points rearward of WAD 1700 up to and including WAD 2500 will be assessed with the adult headform, see Figure 7. The headform to be used in the area rearward of WAD 1500 up to and including WAD 1700 depends on the location of the bonnet rear reference line (BRRL).
- 2.2.5.10 Where the BRRL is rearward of WAD 1500 up to and including WAD 1700, points forward of and directly on the bonnet rear reference line will be assessed using the child/small adult headform, while points rearward of the BRRL will use the adult headform. Where the BRRL is rearward of WAD 1700, the child/small adult headform shall be used up to and including WAD 1700
- 2.2.5.11 Where the BRRL is forward of WAD 1500, the child/small adult headform shall be used up to and including WAD 1500.

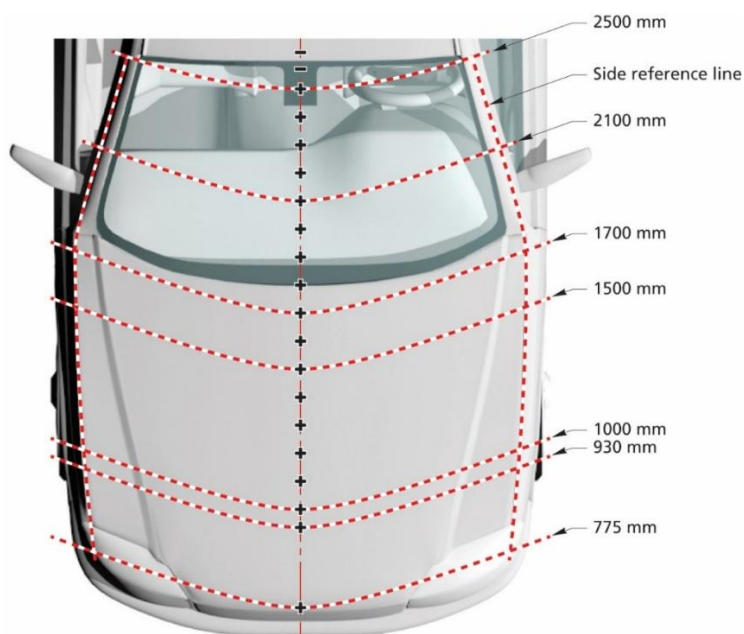


Figure 7: Headform test area

2.2.6 Corner reference point

The Corner Reference Point is defined as the intersection of the Bonnet Leading Edge reference line (Section 2.2.2) and the Bonnet Side reference line (Section 2.2.1), see Figure 8. Where multiple or continuous contacts occur the most outboard contact shall form the corner reference point.

2.2.6.1 The corner reference point shall be transferred forwards onto the WAD 775 at the same lateral distance from the vehicle centreline.

2.2.6.2 In case of the corner reference point being located rearwards the WAD 1000, a line connecting the corner reference point and its forward projection onto the WAD 1000 at the same lateral distance from the vehicle centreline shall replace the section of the side reference line which is located forwards the corner reference point.

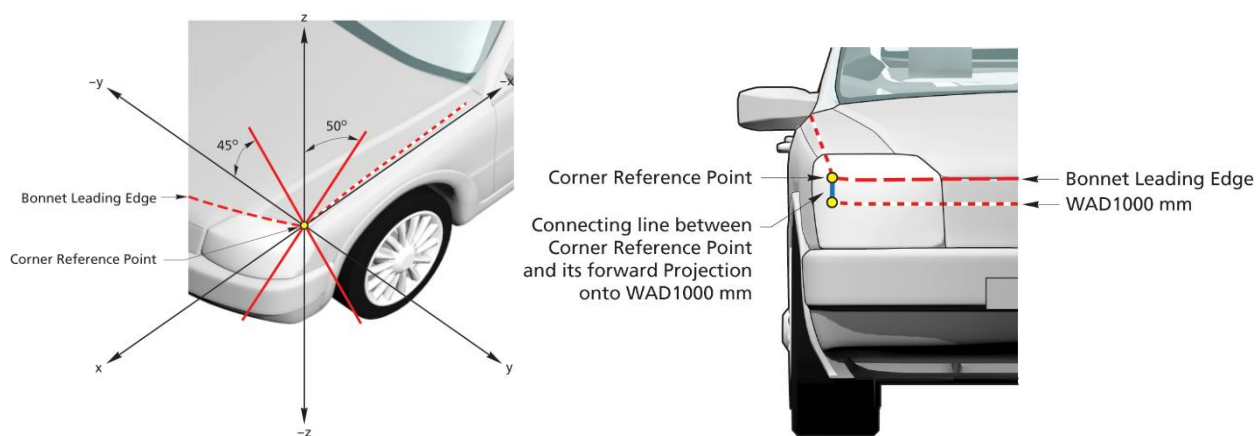


Figure 8: Determination of the corner reference point

2.2.7 Bumper reference lines

For vehicles with an identifiable bumper structure the upper Bumper Reference Line is defined as the geometric trace of the upper most points of contact between a straight edge and the bumper, when the straight edge, held parallel to the vertical longitudinal plane of the car and inclined rewards by 20 degrees, is traversed across the front of the car whilst maintaining contact with the upper edge of the bumper. For a vehicle with no identifiable bumper structure it is defined as the geometric trace of the upper most points of contact between a straight edge 700 mm long and the bumper, when the straight edge, held parallel to the vertical longitudinal plane of the car and inclined rewards by 20 degrees, is traversed across the front of the car, whilst maintaining contact with the ground and the surface of the bumper. See Figure 9.

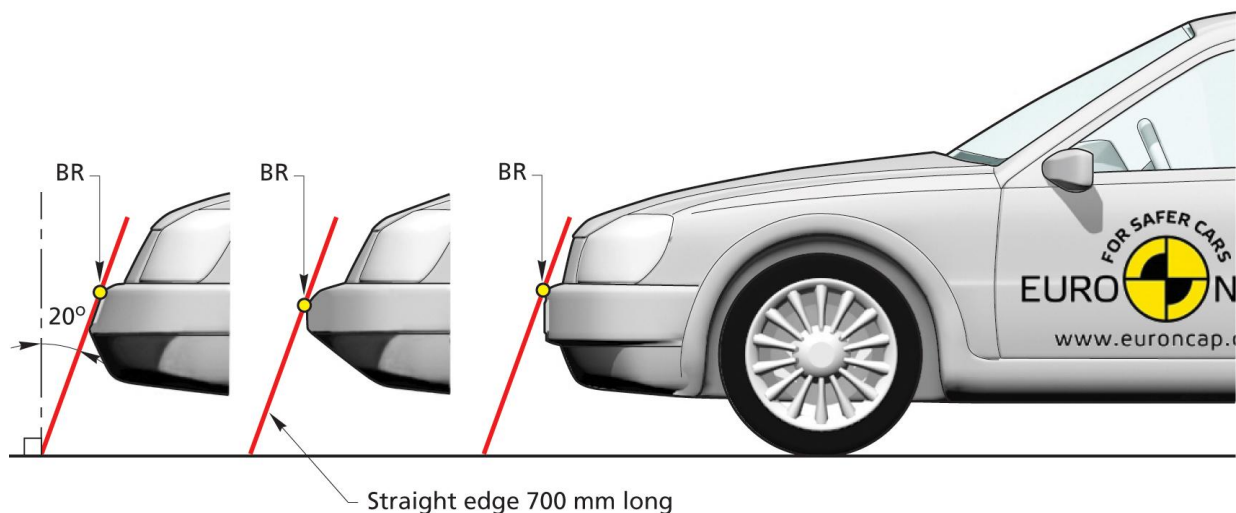


Figure 9: Determination of upper bumper reference line

2.2.7.1 With a 700mm straight edge fixed at 20° to the vertical and in a plane parallel to the vertical longitudinal plane of the car, position the straight edge at one end of, and in contact with, the bumper and the ground. The straight edge may be shortened to avoid contact with structures above the bumper, the straight edge may also be lengthened to reach the bumper.

2.2.7.2 Mark the uppermost point of contact of the straight edge and bumper.

2.2.7.3 Pull the straight edge away from the bumper, move it towards the other end of the bumper by not more than 100mm and then into contact with the bumper.

2.2.7.4 Mark the uppermost point of contact of the straight edge and bumper.

2.2.7.5 Repeat Sections 2.2.7.3 and 2.2.7.4 along the whole of the length of the bumper.

2.2.7.6 Using a flexible rule, join the marks on the bumper to form a line. This line may not be continuous but may 'jump' around the licence plate area etc. This line is the Upper Bumper Reference Line (UBRL).

2.2.7.7 The Lower Bumper Reference Line (LBRL) also needs to be marked on the vehicle. This line identifies the lower limit to significant points of pedestrian contact with the bumper. It is defined as the geometric trace of the lower most points of contact between a straight edge 700mm long and the bumper, when the straight edge, held parallel to the vertical longitudinal plane of the car and inclined forwards by 25°. It is traversed across the front of the car, while maintaining contact with the ground and with the surface of the bumper; see Figure 10.

2.2.7.8 Proceed as per Sections 2.2.7.2 to 2.2.7.6 this line is the Lower Bumper Reference Line.

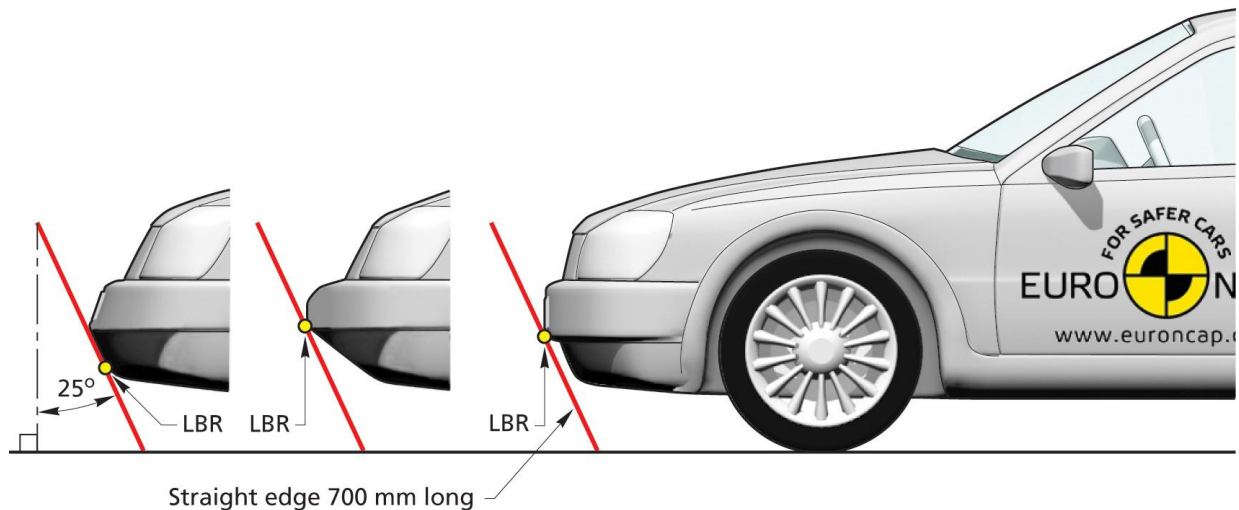


Figure 10: Determination of the Lower Bumper Reference Line

2.2.8 Corner of bumper, bumper test zone and internal bumper reference line

The Corner of the Bumper is the point of contact of the vehicle with a vertical plane which makes an angle of 60° with the vertical longitudinal plane of the car and is tangential to the outer surface of the bumper, see Figure 11. Where multiple or continuous contacts occur the most outboard contact shall form the bumper corner.

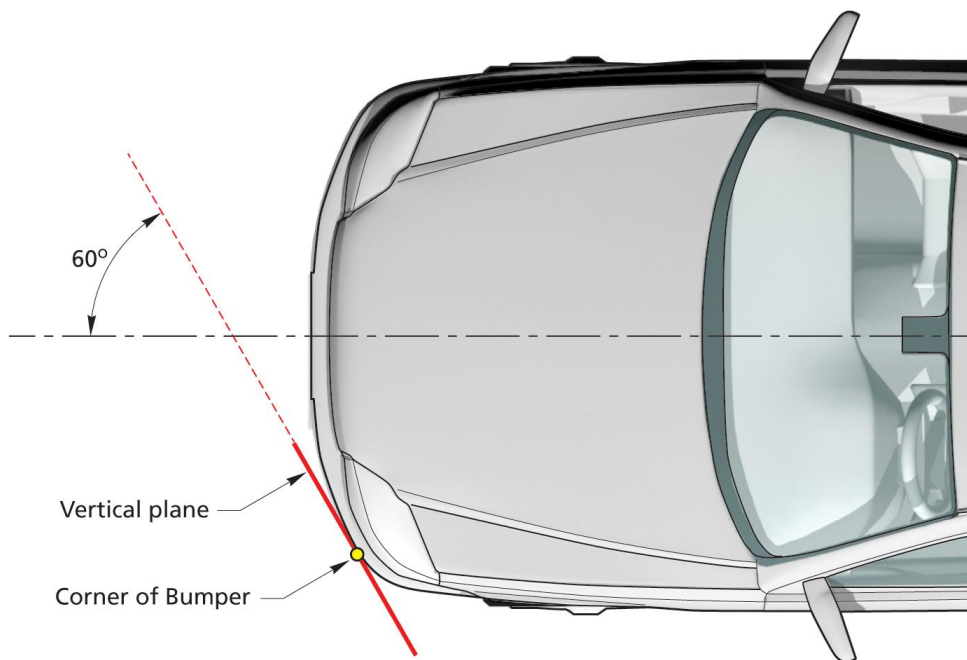


Figure 11: Determining the corner of the bumper

- 2.2.8.1 Fix a 700mm straight edge at 60° to the longitudinal direction of the car. With this edge horizontal move it into contact with the most forward part of the bumper.
- 2.2.8.2 Mark the point of contact between the straight edge and the bumper. This is the Bumper Corner.
- 2.2.8.3 If the bumper is angled at essentially 60° , so that the straight edge makes a continuous contact or multiple contacts rather than a point contact, the outermost point of contact shall be the Bumper Corner.
- 2.2.8.4 Repeat for the other side of the vehicle.
- 2.2.8.5 Mark a line across the bumper face at a vertical height of 520mm above ground reference level.
- 2.2.8.6 Remove the plastic bumper cover and any associated components such as padding and energy absorbers.
- 2.2.8.7 Identify the outermost ends of the bumper beam/lower rails/cross beam structures.
- 2.2.8.8 The bumper test zone is defined as either the area limited by the bumper corners or the outermost ends of the bumper beam/lower rails/cross beam structures, whichever is larger.

2.2.8.9 Record the distance from the vehicle centreline to the end of the bumper test zone.

2.2.8.10 To mark the internal bumper reference line (IBRL):

2.2.8.11 Measure the height of the bumper from a vertical plane contacting the beam up to 10mm into the profile to get the internal bumper reference line height at 100mm intervals outboard of the vehicle centreline. See Figure 12.

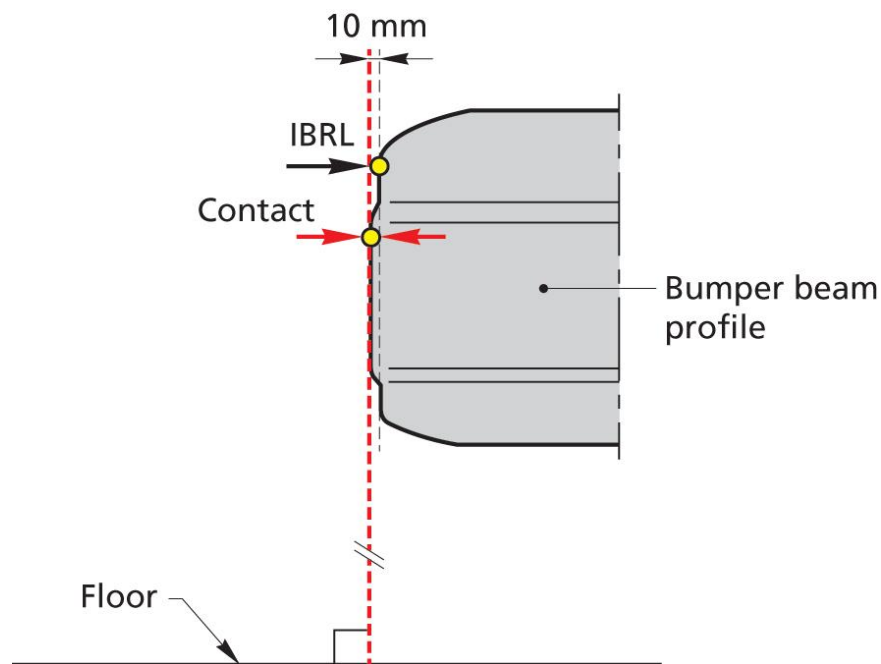


Figure 12: Marking IBRL height

2.2.8.12 A bumper beam will be deemed structural for determination of the IBRL where the minimum thickness is $\geq 1\text{mm}$ for steel and $\geq 2\text{mm}$ for aluminium.

2.2.8.13 For every upper legform grid point outboard of the bumper beam, use the average bumper beam height allocated to the outermost grid point on the bumper beam as defined in 2.2.8.14.

2.2.8.14 Divide the area between each 100mm mark into three areas of equal width. If the bumper beam extends by 33.3mm or more outboard of the outermost 100mm grid point, mark the distance of 33.3mm on the bumper beam. Take the average height of each 100mm mark and the adjacent two marks. The height at each 100mm interval is the average height of the 100mm mark and adjacent divisions, see Figure 13. If the end of the bumper beam is less than 33.3mm outboard of the outermost grid point, the average height is taken from the height of the grid point and the inboard adjacent mark only.

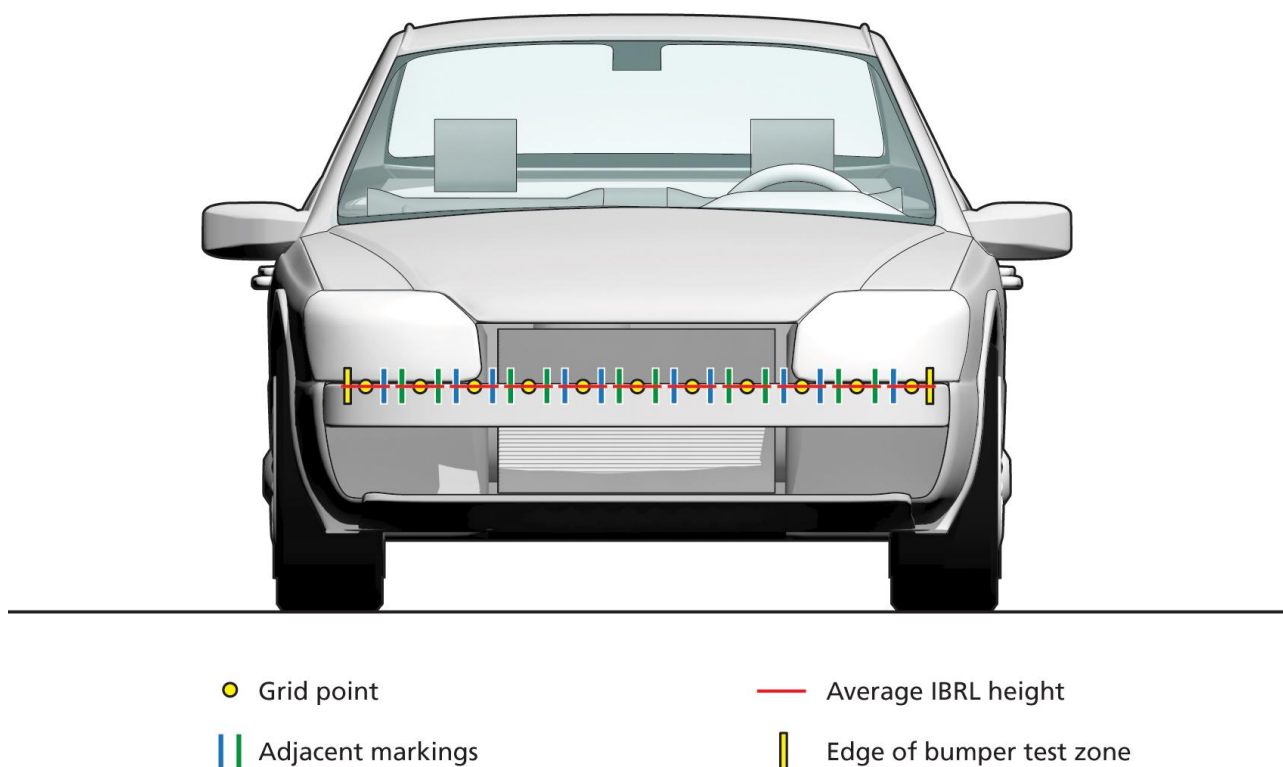


Figure 13: IBRL height at 100mm intervals

2.2.8.15 Replace the bumper components and mark both outermost ends of the bumper beam/lower rails/cross beam structures.

2.2.8.16 Transfer the averaged height of the beam calculated at each 100mm interval on the bumper beam onto the external bumper face.

2.2.8.17 The internal bumper reference line is then constructed using the heights marked on the bumper face in 2.2.8.16 up to a maximum height above ground reference level of 520mm. Where there are locations above 520mm, the internal reference line will be limited to no more than 520mm above ground reference level for those locations.

2.2.9 Marking headform impact area grid points

2.2.9.1 Mark the longitudinal centreline of the vehicle on the bumper/grille, bonnet top, windscreen and roof.

2.2.9.2 Mark Wrap Around Distances (not lines) on the centreline only at 100mm intervals. Start from Wrap Around Distance 1000mm and end at Wrap Around Distance 2500mm. For vehicles with a V-shaped front end it may also be necessary to mark additional Wrap Around Distances of 2600mm, 2700mm, etc. See Figure 14.

2.2.9.3 Starting at one of the wrap around distance marks at the centreline, mark grid points every 100mm in both lateral directions up to the side reference lines. The 100mm distances are measured horizontally in a lateral vertical plane through the respective centreline mark and projected vertically onto the vehicle surface. Where a vehicle has the WAD 1000 mark on the vehicle centreline forward of the Bonnet Leading Edge Reference Line and having the forward angle being more than 60° to the ground reference level the distances are projected horizontally onto the vehicle surface. The forward angle is defined as the angle to the ground reference level, of a straight line connecting the WAD 1000 mark on the centreline with the intersection point of the Bonnet Leading Edge Reference Line and the centreline. The angle designated by the manufacturer may be deemed as the forward angle if it deviates within $\pm 2^\circ$ from the actual measurement. If due to the horizontal projection two grid points have a distance of less than 50 mm to each other, the horizontal projected grid point will be deleted. The distance shall be measured with a tautly held flexible tape.

2.2.9.4 Repeat step 2.2.9.3 for every wrap around distance on the vehicle centreline until the entire headform impact area is marked with grid points. Depending on the shape of the vehicle, (e.g. V-shaped vehicle front end) it may be necessary to also use the wrap around distance points at 2600mm, 2700mm, etc. See Figure 14.

2.2.9.5 For A-pillars only, mark an additional grid point at the intersection of the lateral vertical plane and the side reference line for each wrap around distance.

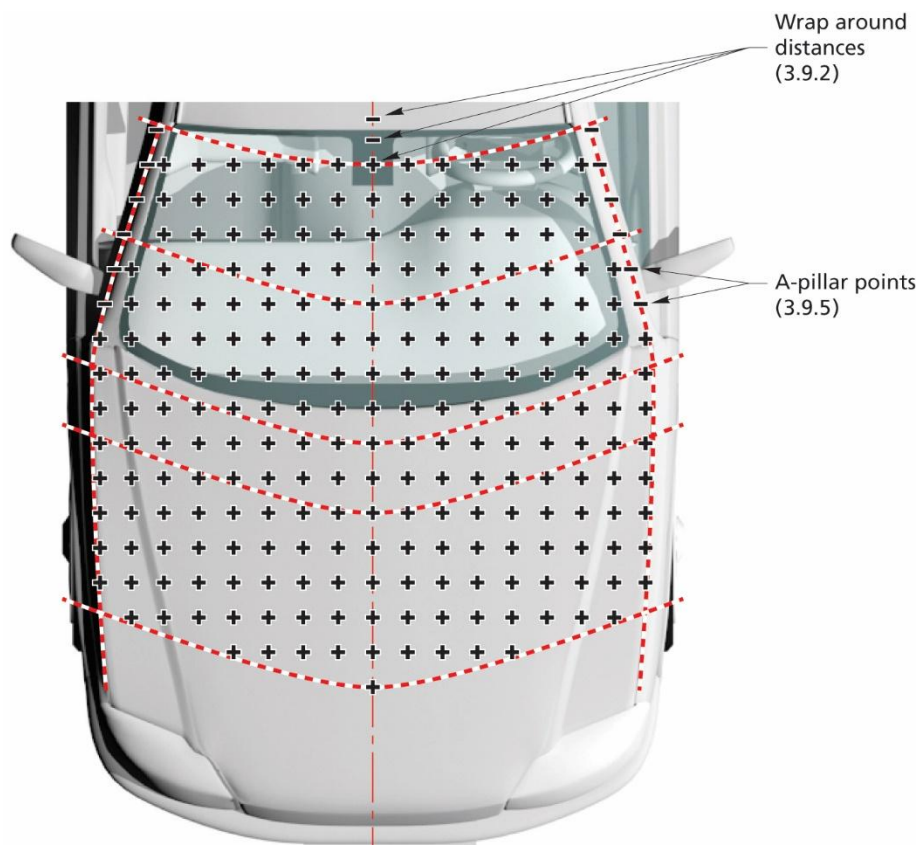


Figure 14: Grid points

2.2.9.6 Where any of the grid points lie underneath the outer contour of the vehicle, for example in the gap behind the bonnet, approximate the outer contour of the vehicle horizontally rearward from the last point of contact by using an adhesive tape. Mark the grid point on the tape to replace the underlying grid point. See Figure 15.

2.2.9.7 Where a wiper obstructs the placement of the tape, the wiper shall be ignored during tape placement unless the grid point falls on the wiper itself.

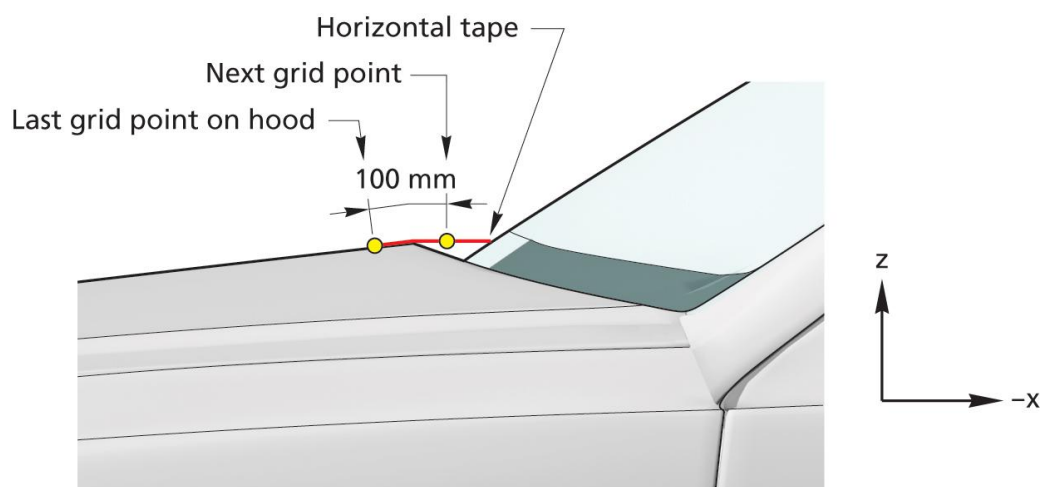


Figure 15: Grid points beneath outer contour (example at vehicle centreline)

2.2.9.8 Remove those grid points that have a distance, measured in the lateral Y axis, of less than 50mm to the side reference lines, excluding those points which are on A-pillar side reference line. See Figure 16.

2.2.9.9 The remaining grid points are used for the assessment of the vehicle. For impact testing, these grid points are the aiming points.

2.2.9.10 Where the vehicle is equipped with an active system, the aiming points will always be considered in the undeployed state.

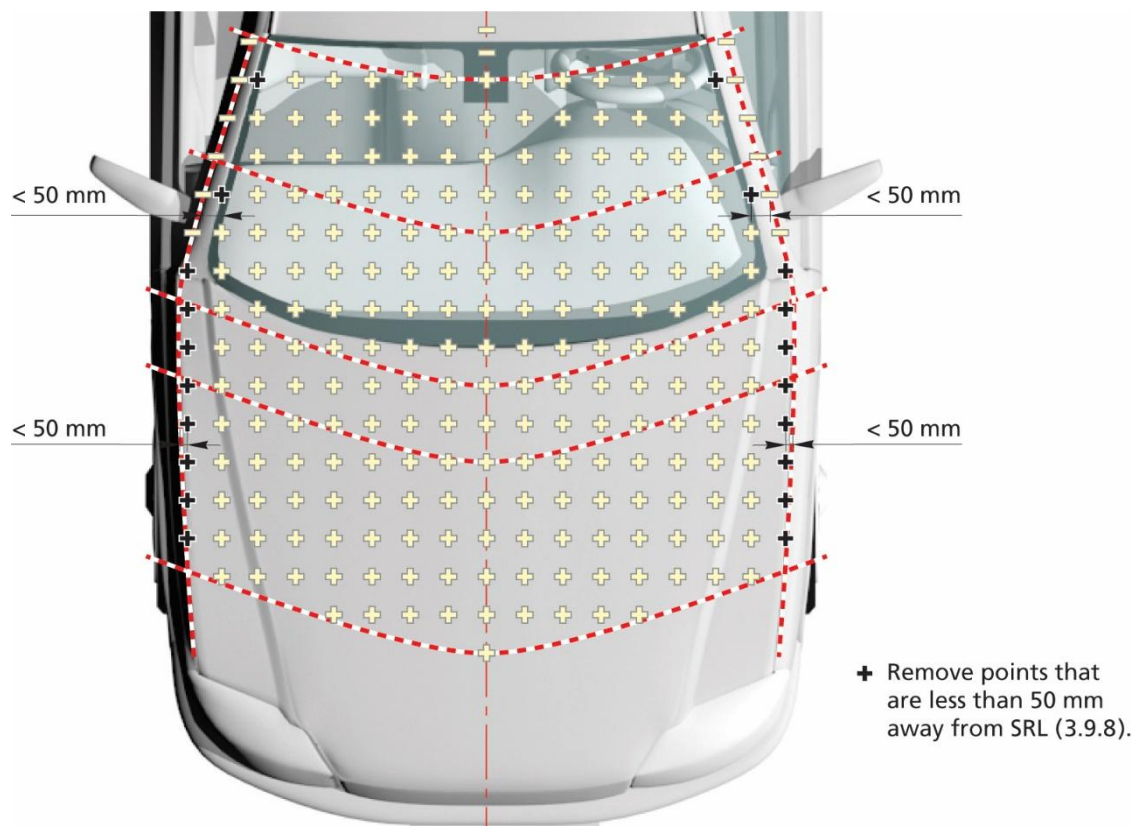


Figure 16: Deleting grid points

2.2.10 Identification of the headform grid points

2.2.10.1 All child/small adult grid points will contain the prefix 'C'. All adult grid points will contain the prefix 'A'. All (bi)cyclist grid points will contain the prefix 'B'.

2.2.10.2 The child/small adult zone is defined as all grid points on WAD 1000 up to and including WAD 1500.

2.2.10.3 The adult zone is defined as all grid points rearward of WAD 1700 up to and including WAD 2100.

2.2.10.4 . The assignment of grid points located rearward of WAD 1500 up to and including WAD 1700 to the child/small adult zone or the adult zone depends on the impactor to be used, see Sections 2.2.5.9 and 2.2.5.10.

2.2.10.5 The cyclist zone is defined as all grid points rearward of WAD 2100 up to and including WAD 2500. See Figure 17.

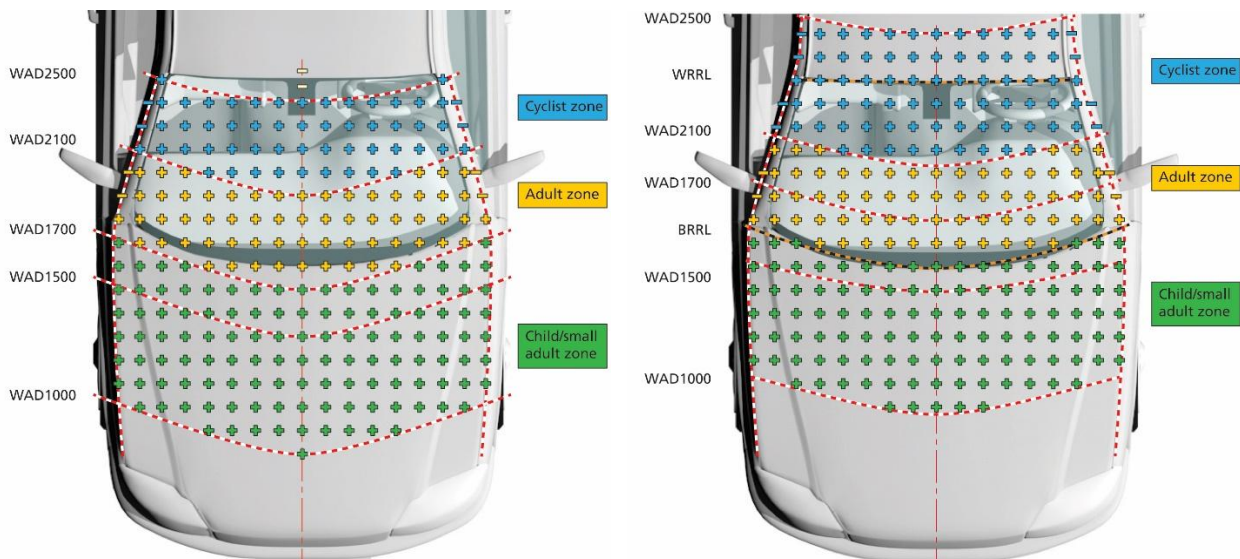


Figure 17 Identification of VRU headform zones

2.2.10.6 The grid point will be identified by means of a row and column system. The origin will be at the grid point on the vehicle centreline and the WAD 1000. This point is C0,0.

2.2.10.7 The rows at the origin will be row 0, the subsequent rows will be marked in increasing increments of 1 up to the rearmost row.

2.2.10.8 The column on the centreline will be column 0, the adjacent column on the right of the vehicle, as shown below, will be column +1, with the other columns increasing by 1 toward the SRL, i.e. +2, +3,+8. The column on the left of the vehicle will be column -1 with the other columns decreasing by 1 toward the SRL, i.e. -2, -3,-8.

2.2.10.9 Every point will be identified firstly by the relevant headform impactor (A or C), then by the row, then by the column. See Figure 18.

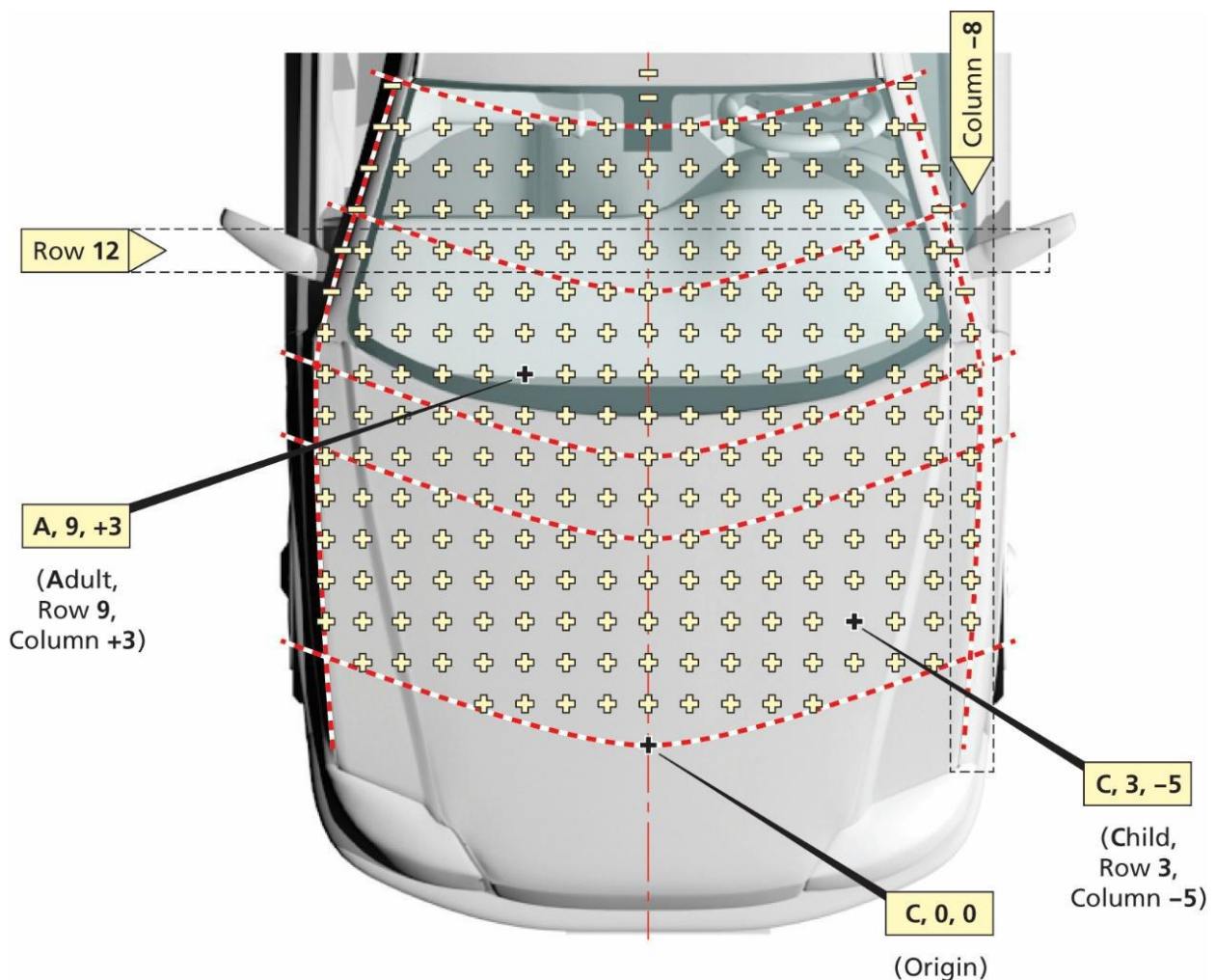


Figure 18 Labelling of the headform grid points

2.2.11 Marking upper legform to WAD 775 grid points

2.2.11.1 Starting at the intersection of the vehicle centreline and WAD 775, mark grid points every 100mm in both lateral directions along the WAD 775 up to the corner reference points, which have been projected fore/aft onto the WAD 775. The 100mm distances are measured horizontally in a lateral vertical plane and projected onto the WAD 775. See Figure 19.

2.2.11.2 Grid points less than 50mm from the corner reference point shall be deleted.

2.2.12 Marking legform grid points

2.2.12.1 Starting at the intersection of the vehicle centreline and upper bumper reference line, mark grid points every 100mm in both lateral directions up to the edge of the bumper test zone. The 100mm distances are measured horizontally in a lateral vertical plane and projected onto the upper bumper reference line. See Figure 19.

2.2.12.2 Where the edge of the bumper test zone is more than 50mm outboard of the outermost grid point, an additional point will be added 50mm outboard of the last grid point. The distances are measured horizontally in a lateral vertical plane.

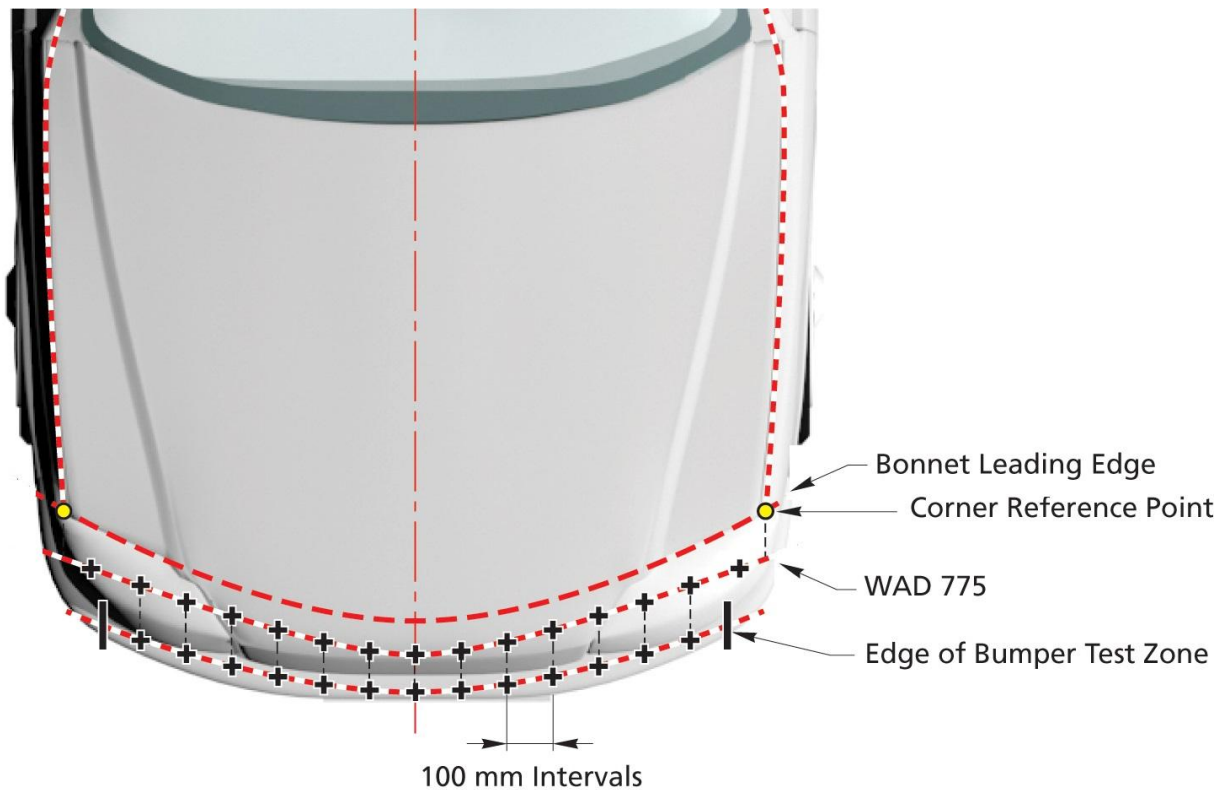


Figure 19: Division of the WAD 775 and upper bumper reference lines

2.2.13 Labelling the upper legform and legform grid points

2.2.13.1 All upper legform grid points will contain the prefix 'U'. All legform points will contain the prefix 'L'.

2.2.13.2 The grid points will be marked sequentially from the origin at the grid points on the vehicle centreline. For the upper legform, the origin will be marked U0. For the legform the origin will be marked L0.

2.2.13.3 The adjacent points on the right of the vehicle will be +1, with the other points increasing by 1 with outboard movement, i.e. +2, +3 etc. The points on the left of the vehicle -1 with the other columns decreasing by 1 i.e. -2, -3 etc.

2.2.13.4 Every point will be labelled firstly by the relevant impactor (U or L), then by the individual number. See Figure 20.

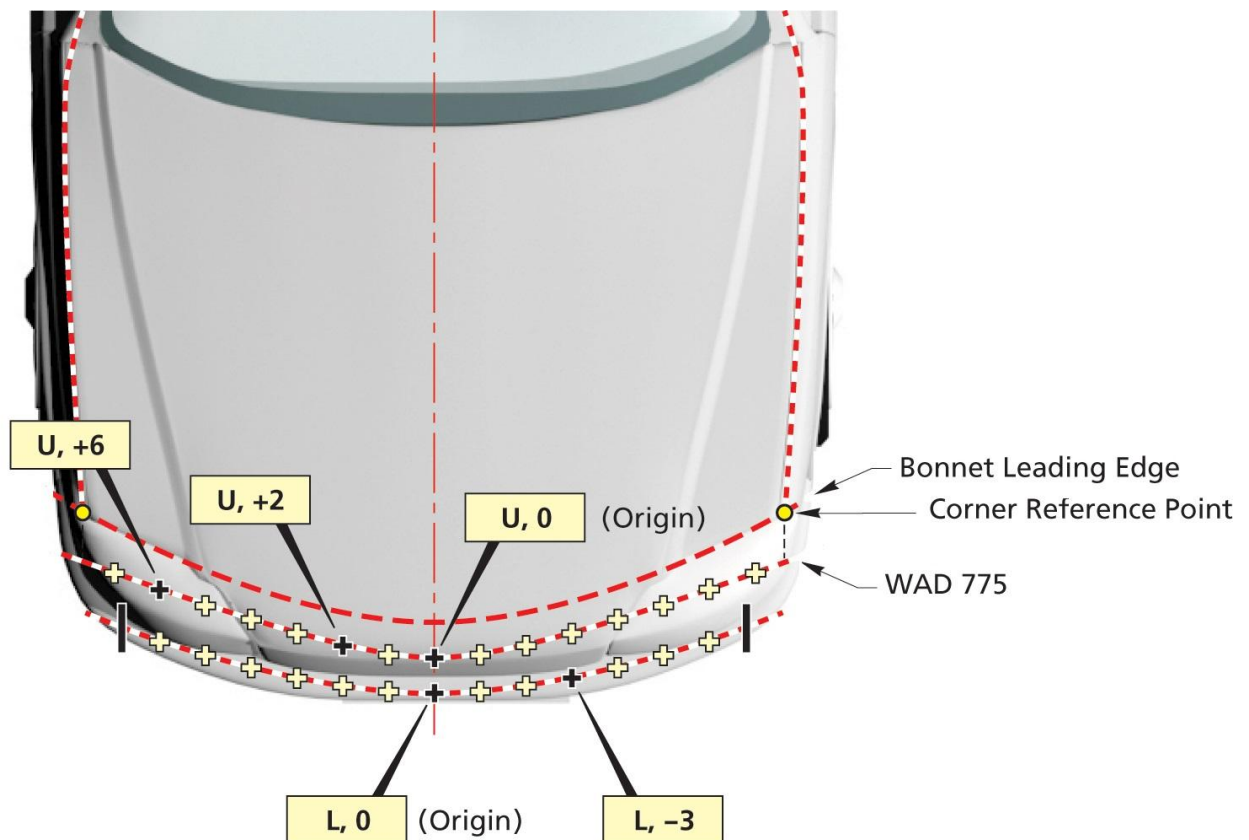


Figure 20: Labelling the Upper Legform and Legform grid points

2.3 Recording the impact locations

2.3.1 Measuring impact points

- 2.3.1.1 A three dimensional measuring system with an accuracy of $\pm 0.5\text{mm}$ shall be used to record the grid origin and the points chosen for test. For all impact locations, record the position of the selected impact points.
- 2.3.1.2 Ensure that the vehicle is at its test weight and fully test prepared as defined in Section 2.1.
- 2.3.1.3 Measure the ride heights at all four wheels using the marks defined during VUT preparation in CP 004. Record the ride heights in the test details.
- 2.3.1.4 During digitising, care must be taken not to move the vehicle by, for example, leaning on it.
- 2.3.1.5 The co-ordinates of all impact locations should be digitised with the 3D measuring system.
- 2.3.1.6 A hard copy of the impact points co-ordinates should be obtained for reference.
- 2.3.1.7 After digitisation, the bonnet top and bumper featuring all the impact points shall be removed and replacements fitted.
- 2.3.1.8 The original bonnet and bumper shall be kept for reference and will be replaced on the vehicle once testing is complete.

2.3.2 Transferring impact points to replacement vehicle parts

- 2.3.2.1 Replacement parts will need to be fitted to the vehicle for the series of tests. It is not practical to have to mark out each of the parts completely for a single test. Therefore, the original marked-out bonnet will be retained as a reference and individual impact locations transferred to replacement components.
- 2.3.2.2 With the new component(s) fitted, measure the ride heights at all four wheels.
- 2.3.2.3 These ride heights must be altered until they match the original recorded ride heights measured during VUT preparation in CP 004. If the ride heights are too high, then they can be reduced by adding weights. If the ride heights are too low then they can be raised by removing weight from the vehicle and/or inserting blocks under the body of the vehicle. The additional weights and/or blocks shall be removed before testing.
- 2.3.2.4 Set up the 3D measuring system.
- 2.3.2.5 Using the co-ordinates recorded in Section 2.3.1 for the original impact points, locate and mark the desired impact point on the new component.

3 TEST PROCEDURE

3.1 General

3.1.1 Fitting replacement parts to vehicles

Careful note shall be taken before any testing is performed as to how any parts liable to need replacement are fitted to the vehicle structure. Fitting of parts shall not increase or decrease the strength of the structure of the vehicle.

3.1.2 Photographic record

A photographic record shall be kept of each test. Details of filming and still photographs are in the Euro NCAP Film and Photo Protocol.

3.2 Vehicles with deployable systems

3.2.1 Prerequisites to assessment

3.2.1.1 Prior to the testing and assessment of a vehicle equipped with a deployable system, the vehicle manufacturer must liaise with the Euro NCAP secretariat and test laboratory. This should begin several weeks before the scheduled test date.

3.2.1.2 In order for systems to be assessed in the deployed position or for the system to be deployed during the tests, it will be necessary for the vehicle manufacturer to provide the Euro NCAP Secretariat with the relevant detailed information highlighted in the following sections before any testing begins.

3.2.1.3 The vehicle manufacturer is responsible for providing all necessary information, detailed in this protocol, to the Euro NCAP Secretariat regarding detection of pedestrians and the deployment of the system. Based on the evidence provided, the Secretariat will decide whether or not the vehicle qualifies for assessment in either the deployed or undeployed position or if dynamic tests are required.

3.2.1.4 General information is also required regarding the functionality of the system along with specific details of the sensing, trigger and deployment systems.

3.2.1.5 The vehicle manufacturer must ensure that the test laboratory is given adequate information regarding the replacement of consumable components, system trigger requirements, details of any health hazards and sufficient spare parts to ensure that testing can be performed on schedule.

3.2.1.6 Where there is no information, a lack of sufficient information or the system does not meet the Euro NCAP requirements; the vehicle will be assessed without triggering of the active pedestrian protection elements.

3.2.1.7 The moveable bonnet top is defined as all structures connected to the bonnet that move with the whole assembly when activated in a pedestrian impact. The rear edge of the bonnet is the most rearward point of the moveable bonnet top when it is closed.

3.2.2 Detection of Pedestrians

3.2.2.1 PDI2 is the default test tool to be used when demonstrating system triggering for the hardest to detect (HTD) pedestrian. Where PDI2 has been used, it will not be necessary for CAE data to be provided justifying the HTD as detailed in 3.2.2.2. However, head impact times and physical testing will still be required as in 3.2.2.3 along with the total response time (TRT) of the system.

$$\text{TRT} = \text{sensing time (ST)} + \text{deployment time (DT)}.$$

3.2.2.2 Where the vehicle manufacturer believes that the PDI2 is not an appropriate test tool for replicating the HTD pedestrian, they must demonstrate with an alternative tool the sensor system's ability to detect a range of pedestrian statures that result in head contacts with the vehicle. The statures should be selected from a 6 year old child, 5th percentile female, 50th percentile male and 95th percentile male. A combination of physical testing and numerical simulations will be required to demonstrate the suitability of the sensing system for the range of pedestrian sizes.

- a) The numerical simulations will be required to identify the 'hardest to detect' (HTD) pedestrian and support the use of an alternative test tool. The simulations, which must also include the PDI2 responses, will concern the pedestrian statures that result in head contact with the bonnet, as studied and proven in Section 3.2.3. Head impact times, according to the definitions from Technical Bulletin CP 540, must be provided for all statures regardless of where they contact the vehicle along with the total response time (TRT) of the system. $\text{TRT} = \text{sensing time (ST)} + \text{deployment time (DT)}$.
- b) A minimum of two numerical simulations per appropriate stature (maximum 8 in total) will be required to identify the 'hardest to detect' pedestrian and support the choice of test tool. Pedestrian models should be selected from the different statures specified in Section 3.2.2.2.
- c) The procedure to certify pedestrian models and the simulation setup is detailed in Technical Bulletin CP 540.
- d) No changes to the pedestrian model, control cards or control settings are allowed after the certification.
- e) The pedestrian stance to be used in the model will be facing in a direction perpendicular to the vehicle centreline with the legs apart walking towards the vehicle centreline with the rearward leg being impacted by the bumper first. The same simulation shall be used even if the curvature of the bumper results in the front leg being impacted first.

Note: Accident analyses performed using the GIDAS database have shown that over 80% of pedestrian impacts are in crossing the road situations. This was used as the basis for modelling the pedestrian in the lateral stance only.

- f) The detailed initial posture of the pedestrian is described in Technical Bulletin CP 540. The posture of the pedestrian must not be changed between certification and assessment simulations.
- g) The contact settings must be consistent with those used in the certification simulations according to CP 540. The frictional value to be applied between the vehicle and pedestrian shall be 0.3.
- h) The simulations shall be conducted at the system's lower deployment threshold (LT) impact speed specified by the vehicle manufacturer.
- i) The simulations will be conducted at two separate locations on the bumper. For each of the appropriate statures simulations will be performed on the vehicle centreline and at the outboard end of the deployable system's detection test area. An additional simulation may be required where the detection area is relatively narrow when compared to the width of the moveable bonnet top.
- j) The detection test area defined in GTR No. 9 Amendment 3. This is the area designated to detect a pedestrian in order to activate the deployable system. The width of the detection test area shall be the relevant vehicle width (RVW), minus a distance from each side of 12.5 per cent of the relevant vehicle width, but not more than 250mm from each side. The detection test area must not be smaller than the area inboard of the corners of bumper (CoB) minus a distance of 42mm on each side, as measured horizontally and perpendicular to the longitudinal median plane of the vehicle. See Figure 21.

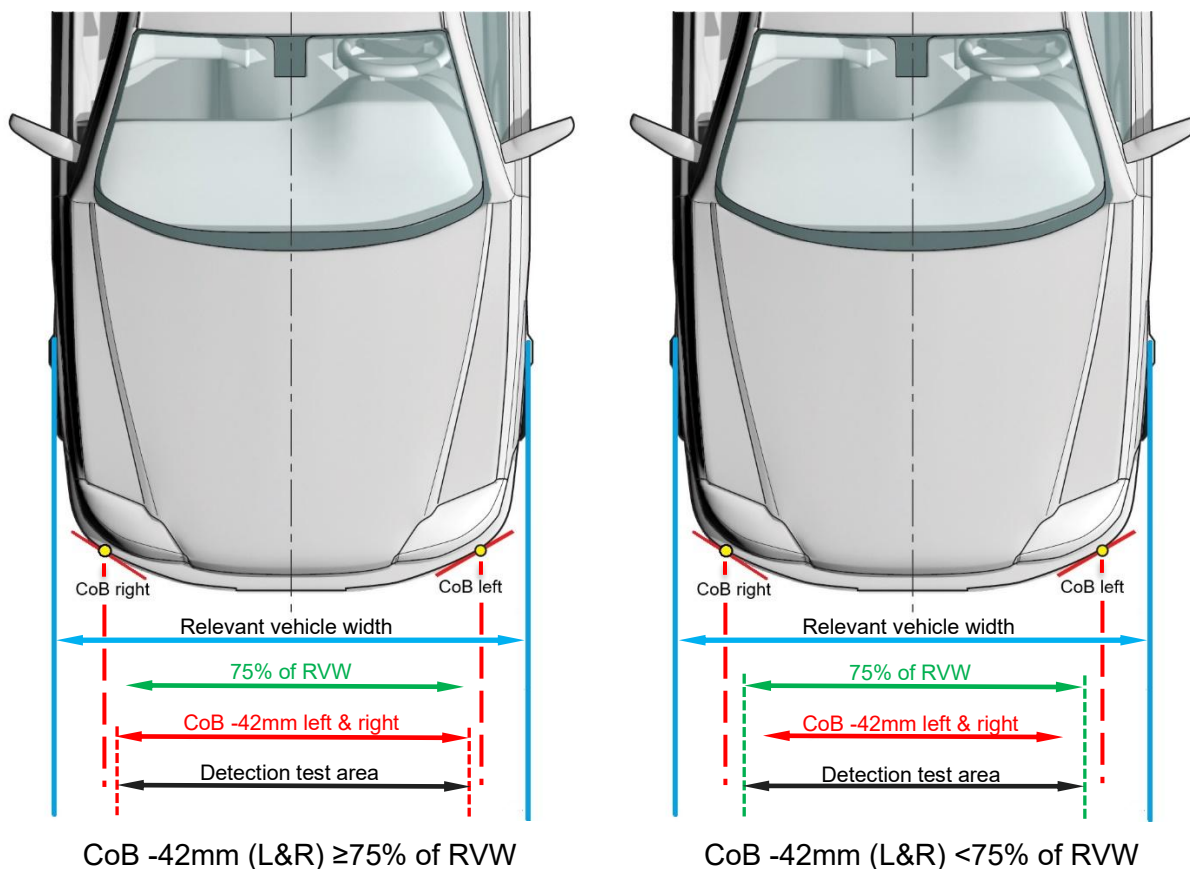


Figure 21: Detection test area

- k) The relevant vehicle width is the maximum width of the vehicle without devices for indirect vision, measured on or in front of a vertical transverse plane passing through the front axle of the vehicle.
- l) Outputs from the simulations shall clearly highlight what the critical pedestrian size is for that particular sensing system. Once the hardest to detect pedestrian is established the appropriate test tool that reflects the characteristics of that pedestrian can be identified for use in the physical tests. The minimum output parameters from the numerical simulations will be:
- Bumper force
 - Effective mass
 - Energy
 - Bumper intrusion
 - Acceleration (when used as trigger)
- m) Effective mass will be calculated as follows. This calculation assumes that peak force on the vehicle occurs when the leg velocity reaches 0m/s:

$$M_e = \frac{\int_{t_1}^{t_2} F dt}{\Delta v}$$

M_e = Effective mass (kg)
 F = Force (N)
 Δv = Change in Velocity (m/s)
 dt = Time increment (s)
 t_1 = Time of first contact (s)
 t_2 = Time of peak force (s)

- n) In the event that a system triggers before the peak force is imparted onto the bumper cross member, the following calculation should be used:

$$M_e = \frac{\int_{t_1}^{t_2} F dt}{\int_{t_1}^{t_2} a dt}$$

M_e = Effective mass (kg)
 F = Force (N)
 a = Leg acceleration (m/s²)
 dt = Time increment (s)
 t_1 = Time of first contact (s)
 t_2 = Time of system trigger (s)

- o) For the calculation of effective mass, only movement in the X direction is considered. The most significant structures that load the leg should be considered, such as the bumper cross member and any upper or lower cross beams. Less significant structures, such as grills and valances may be ignored. Viscous effects should be ignored.
- p) Of the outputs specified in Section k), the most appropriate trigger parameter(s) for the specific type of sensing system will be used to show an appropriate level of correlation

between the chosen test tool and the numerical simulations. Trigger parameters must correspond with the system sensing time. The vehicle manufacturer may choose the impact location and vehicle components for inclusion onto the calculation of the output parameters.

3.2.2.3 Physical testing will be used to assess the capability of the sensing system(s). As a surrogate for a pedestrian that is larger/heavier than a 50th percentile male, the legform detailed in Section 3.2.2.5 (test 4) for legform to bumper tests shall be used. This is to ensure that the system deploys when impacting larger or ‘upper limit’ pedestrians.

3.2.2.4 To ensure that the pedestrian impact sensor(s) are effective, a minimum of three tests shall be performed at locations within the detection test area.

3.2.2.5 Test matrix:

Test	Impactor	Impact point	Speed	Output
1	PDI2/HTD ⁽¹⁾	• Directly on localised sensor e.g. accelerometer +/-50mm. If the sensing system uses a combination of contact strip switches and localised accelerometers, the positions of the accelerometers should be used to define the impact locations. • For non-localised sensor systems, such as contact switches, test the vehicle centreline.	LT ⁽²⁾ +/-2km/h	• High speed film • Actuator trigger time • Initiation of deployment
2	PDI2/HTD	Detection test area end, left or right hand side, +/-50mm.	LT +/-2km/h	• High speed film • Actuator trigger time • Initiation of deployment
3	PDI2/HTD	Farthest from sensor(s) if not tested already, +/-50mm.	LT +/-2km/h	
4 ⁽³⁾	FlexPLI or WG17 impactor to account for larger pedestrians	Directly on localised sensor e.g. accelerometer, +/-50mm. For non-localised sensor systems test directly in line with the front longitudinal member to produce the highest acceleration levels on the impactor. This test may be performed using a representative surrogate with equivalent mass and stiffness to prevent damage to instrumentation.	40km/h +/-2km/h	

Notes:

1. HTD = Other appropriate hardest to detect (as defined by section 3.2.2.2);

2. LT = Lower deployment Threshold.

3. The impactor for test 4 may be chosen by the vehicle manufacturer.

3.2.2.6 At least test #3 shall be witnessed or performed by Euro NCAP to verify deployment of the system at the lower threshold. Alternatively, it may be performed by the manufacturer and witnessed at their facility.

3.2.2.7 Where a test is performed below the lower threshold speed but within the velocity tolerance or outside the detection test area and the system does not deploy, the test must be repeated at a speed no less than the lower threshold and not outside the detection test area.

3.2.2.8 The outputs from all physical tests shall include, but is not limited to:

- Good quality high speed film showing an overview of the test.
- Documentation of the correct test location, e.g. using paint marks and post test photographs.
- Documentation of test speed (vehicle or impactor as applicable), e.g. using known road markings or speed measurement systems etc.
- Actuator trigger time (current clamp/ECU).
- Evidence of system deployment initiation, i.e. film showing the first movement of the bonnet top or frangible break wires/contacts/squibs.

3.2.2.9 The first physical test, or tests, must be performed with the pedestrian protection system fully functional from the sensing systems to the bonnet actuators/airbag squibs. At the same time, it is acceptable to include an additional means of highlighting deployment, such as flashes and/or squibs for that first test. Once a valid firing time and system deployment has been confirmed, the remaining tests may then be performed with the flashes/squibs connected in place of the bonnet actuators or airbag; thus negating the need for deployment. The entire system architecture should be present up to the bonnet actuators/airbag for all tests. Flashing hazard warning lights or other indications that are not connected to the actuator wiring system will not be accepted.

3.2.3 Timing of System Deployment

3.2.3.1 Grid points that are not affected by the active system will be tested statically.

3.2.3.2 Where the manufacturer has demonstrated, by numerical simulations or alternative means (vehicle speed of 45km/h), that a system is fully deployed and remains in the intended position prior to the head impact time of the smallest appropriate stature pedestrian, then all headform tests shall be performed with the bonnet in the fully deployed position. There will be no need to trigger any active elements during the sub system pedestrian tests. This does not apply to airbag systems.

3.2.3.3 However, where the system is not fully deployed before the HIT for any appropriate stature, all grid points forwards of the corresponding wrap around distance will be tested dynamically.

3.2.3.4 For systems that do not remain in a permanently deployed position then dynamic pedestrian testing will be required for all test locations.

3.2.3.5 The simulations shall be performed using the unchanged pedestrian model and simulation setting from Technical Bulletin CP 540. Numerical simulations shall be performed with the bonnet in the undeployed position with all pedestrian statures that result in head contact to the bonnet. Pedestrian models shall be selected from the following statures, a six

year old, 5th percentile female, 50th percentile male and 95th percentile male. The pedestrian position and stance to be used in the model is defined in Technical Bulletin CP 540, positioning the pedestrian's head centre of gravity on the vehicle centreline.

3.2.3.6 From the simulation, the vehicle manufacturer must determine the wrap around distance for each test location and establish the relevant head impact time for that stature of pedestrian. A graph shall be plotted with a best fit straight line which also identifies the total response time (TRT) of the system as shown in Figure 22. The plot of wrap around distance vs head impact time shall be provided for the assessed vehicle fitted with a deployable system. The determination of HIT must be consistent with the definition from Technical Bulletin CP 540.

3.2.3.7 Further details on performing dynamic tests are provided in Section 3.2.7.

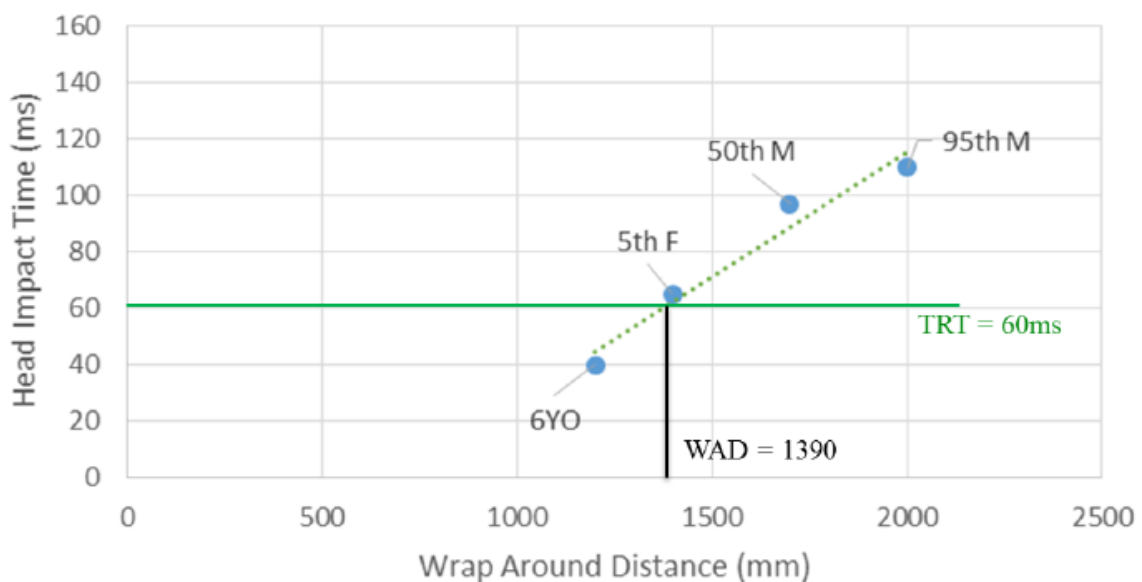


Figure 22: WAD vs HIT

In this example

- Up to WAD 1390 tests are conducted dynamically
- From WAD 1390 tests are performed with bonnet in fully deployed position

3.2.4 Protection at Speeds below the Deployment Threshold

3.2.4.1 Exemption zones

3.2.4.2 Euro NCAP maintains that vehicles that offer protection without a deployable device, offer protection at lower speeds and some protection at higher speeds. Therefore, Euro NCAP requires that vehicles equipped with deployable pedestrian protection systems also provide protection at impact speeds below the system deployment threshold on the part of the vehicle affected by the deployable pedestrian protection system.

- 3.2.4.3 The area of the vehicle considered will be all grid points that have a distance measured in the lateral Y axis of 50mm or more inboard from the side reference lines and 50mm or less measured in the lateral Y axis outboard from the movable bonnet shut line. See Figure 23.
- 3.2.4.4 The area will also extend rearward from the WAD 1000 up to the rear of the movable bonnet top defined in 3.2.1. Child/small adult headforms will apply to grid points from wrap around distances WAD 1000 to WAD 1700 inclusive and adult headforms will apply to grid points rearward from 1700mm up to the rear of the movable bonnet top. See Figure 23.
- 3.2.4.5 Where parts of the movable bonnet are to be tested in the deployed position e.g. based on head impact time, and others are not, the area of consideration will include all grid points that are located between the rear of the movable bonnet top and 50 mm forward or less from the most forward part of the bonnet that will be tested in the deployed position. See Figure 23.
- 3.2.4.6 The vehicle manufacturer is required to provide the Euro NCAP Secretariat HIC₁₅ or colour data showing that, at the lower deployment threshold speed, no grid point within the area mentioned above that is predicted green, yellow or orange at 40km/h shall produce HIC values above 1350 at the lower deployment threshold.
- 3.2.4.7 For no less than 2/3rds of the total number of grid points within the prescribed area, HIC values must not exceed 1000.
- 3.2.4.8 Data shall be provided for each grid point according to the following performance criteria:
- $HIC_{15} < 1000$ = Yellow
- $1000 < HIC_{15} < 1350$ = Orange
- 3.2.4.9 Up to three physical tests may be performed to verify the CAE data at just below the deployment threshold speed. These tests will be selected at random by the Euro NCAP Secretariat.
- 3.2.4.10 Where any of the criteria in Section 3.2.4.6 to 3.2.4.8 are not met then all pedestrian tests will be performed with the system in the undeployed position.

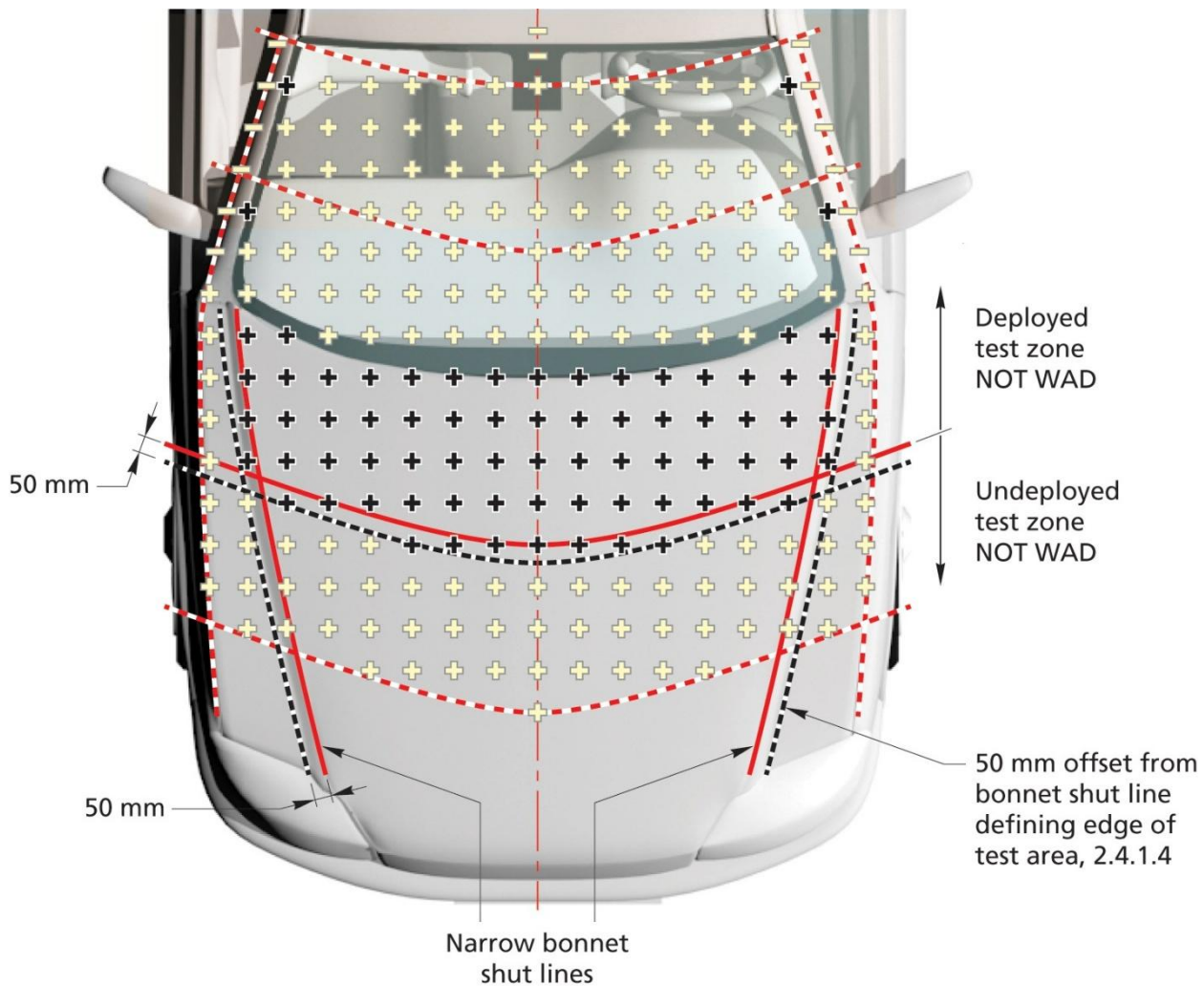


Figure 23: Area to meet low speed requirements

3.2.5 Protection at Higher Impact Speeds

3.2.5.1 Upper deployment threshold

3.2.5.2 All deployable systems must initiate deployment at speeds of at least 50km/h. It is not necessary for a system to be fully deployed and reach the intended position before head impact at 50km/h, but the vehicle manufacturer must show that deployment has initiated.

3.2.5.3 A physical test using the impactor chosen in Section 3.2.2 is required at 50km/h to show that deployment has initiated. The outputs from the test are as those described in Section 3.2.2, 3.2.2.8.

3.2.5.4 The test shall be performed at either the vehicle centreline or, if localised sensors used, as far away from the sensor as a possible while remaining within the detection test area.

3.2.6 Bonnet Deflection due to Body Loading

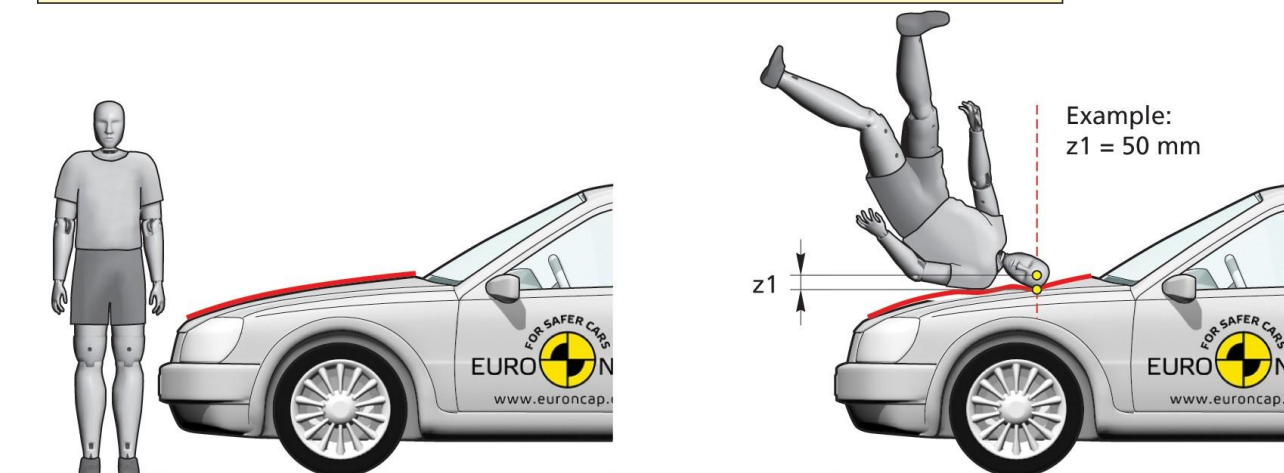
3.2.6.1 Given that deployable bonnets may have reduced support from their peripheral structures compared to passive systems, Euro NCAP requires that head protection is not compromised by bonnet collapse.

- 3.2.6.2 The evaluation shall be calculated with the use of CAE without the 'package' being present. The package meaning engine and ancillaries. All body in white structures and bonnet supports must be present. However, all components that load the legs and pelvis must be included.
- 3.2.6.3 This is done by measuring and comparing the Z displacement at the position of head contact for both a deployed and undeployed bonnet at the time of first head contact. At the position of head impact the difference between deployed and undeployed bonnet can be no more than 75% of the generated deployment height at that point, see Figure 24.
- 3.2.6.4 At the point of head impact it is essential that the bonnet deflection in the deployed state does not exceed the total available clearance between deployed bonnet and under bonnet hard point, i.e. $(h_2 + h_3) - z_2 > 0$, see Figure 25.
- 3.2.6.5 This would be established using numerical simulations at 40km/h with the appropriate size pedestrian that loads the least supported part of the bonnet top for that particular size of vehicle. For example, on a small vehicle with a short bonnet it may be that the 50th percentile male contacts the vehicle rearward of the bonnet top. Therefore, a smaller pedestrian stature will be required.
- 3.2.6.6 The stance described in Technical Bulletin CP 540 shall be used positioning the pedestrian's head centre of gravity on the vehicle centreline. Unchanged certified pedestrian models and simulation settings must be applied.

Note: Impacts at the centreline were chosen to simplify to the modelling needed and to avoid the possibility of glancing blows. It is also assumed there will be the least support to the bonnet at the centreline.

1. Undeployed simulation: 40 km/h, centreline, walking posture, 50th% (if no bonnet contact 5th%)

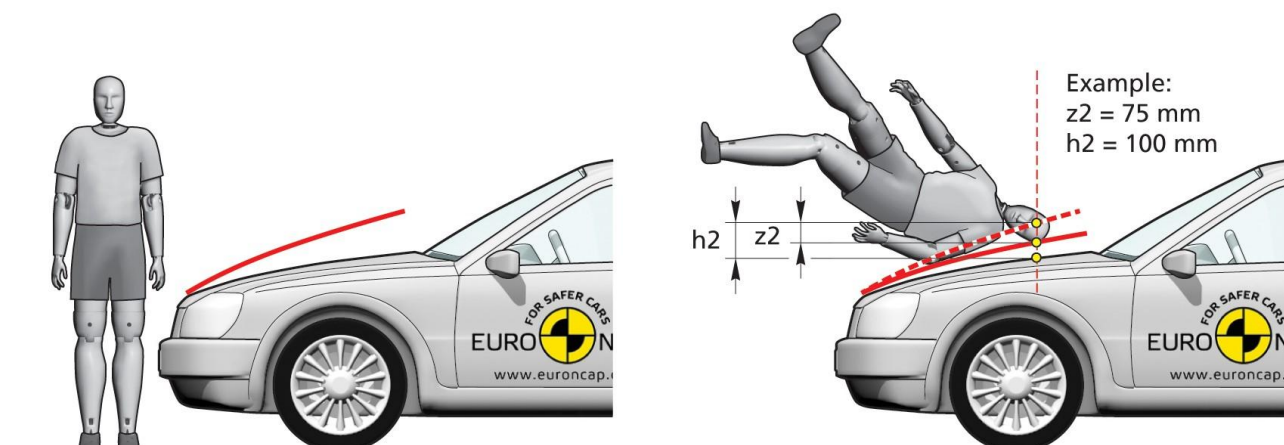
All measures are taken vertically at head impact point at first time of head contact.



Output:

- a. Z displacement at head contact point: z_1
at first time of head contact

2. Deployed simulation: 40 km/h, centreline, walking posture, 50th% (if no bonnet contact 5th%)



Output:

- b. Z displacement: z_2
c. Deployment height: h_2

3. Requirement:

$$z_2 - z_1 < 75\% \times h_2$$

Example:

$$75 \text{ mm} - 50 \text{ mm} < 75\% \times 100 \text{ mm}$$

$$25 \text{ mm} < 75 \text{ mm} \text{ (= OK)}$$

Bonnet deflection in the deployed state (z_2) must not exceed bonnet deflection in the undeployed state (z_1) by more than 75% of the deployment height (h_2).

Figure 24: Bonnet deflection deployed and undeployed comparison

Simulation: 40 km/h, centreline, walking posture, 50th% (if no bonnet contact 5th%)

All measures are taken vertically at head impact point at first time of head contact.

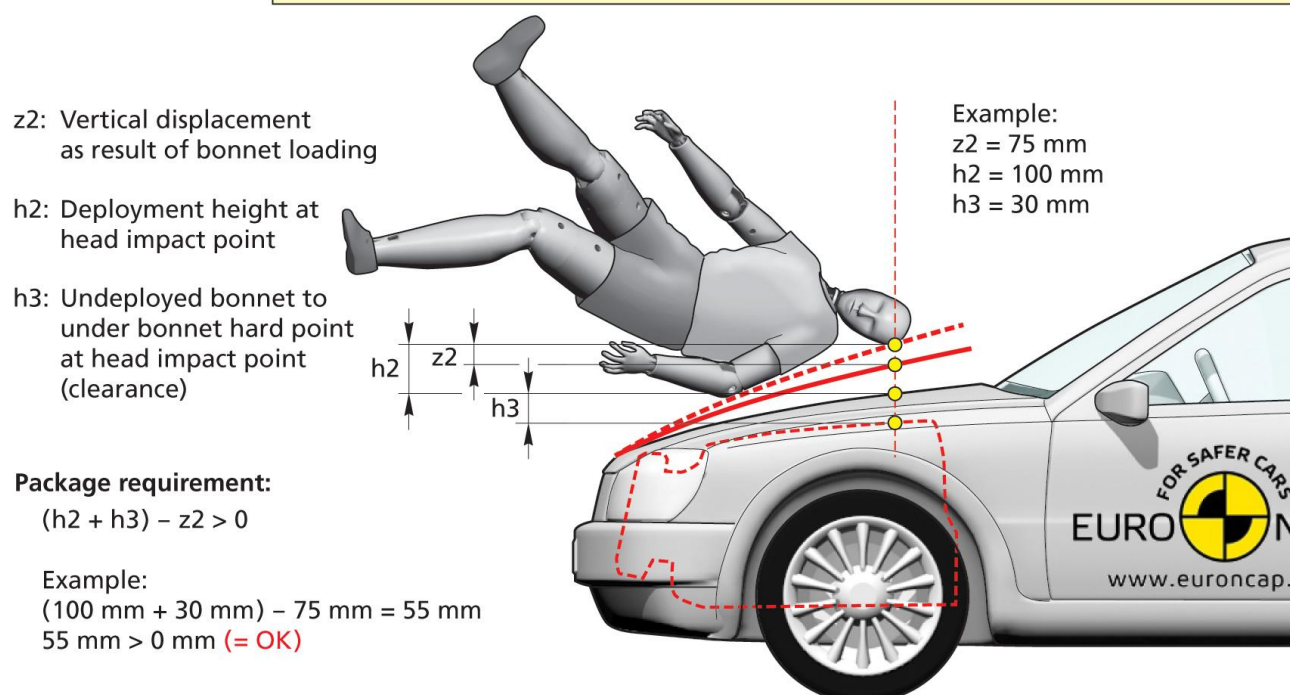


Figure 25: Bonnet deflection total clearance requirement

3.2.7 Testing active pedestrian protection systems

3.2.7.1 Static pedestrian tests

3.2.7.2 Static pedestrian tests will be performed in the normal way and according to the usual tolerances.

3.2.7.3 Dynamic pedestrian tests

3.2.7.4 Where dynamic tests are required, only a lateral impact tolerance of +/-10mm will be required. The headform shall be aimed at the grid point, the subsequent impact location on the vehicle will then be determined by the timing of the system deployment relative to the propulsion of the headform.

3.2.7.5 The vehicle manufacturer will be required to provide Euro NCAP with data from numerical simulations performed with the bonnet in the undeployed position. Simulations are to be conducted with a vehicle speed of 40km/h with all pedestrian statures that result in head contact to bonnet. Pedestrian models should be selected from the following statures, a 6 year old, 5th percentile female, 50th percentile male and 95th percentile male. The pedestrian position and stance to be used in the model is defined in Technical Bulletin CP 540.

3.2.7.6 From the simulations both head impact time (HIT as defined in CP 540) and the wrap around distance should be recorded.

3.2.7.7 A graph shall be plotted with a best fit straight line as shown in Figure 26. When a test point is selected, as the wrap distance will be known, the equivalent head impact time can be obtained from the graph that will be used in the dynamic test set up.

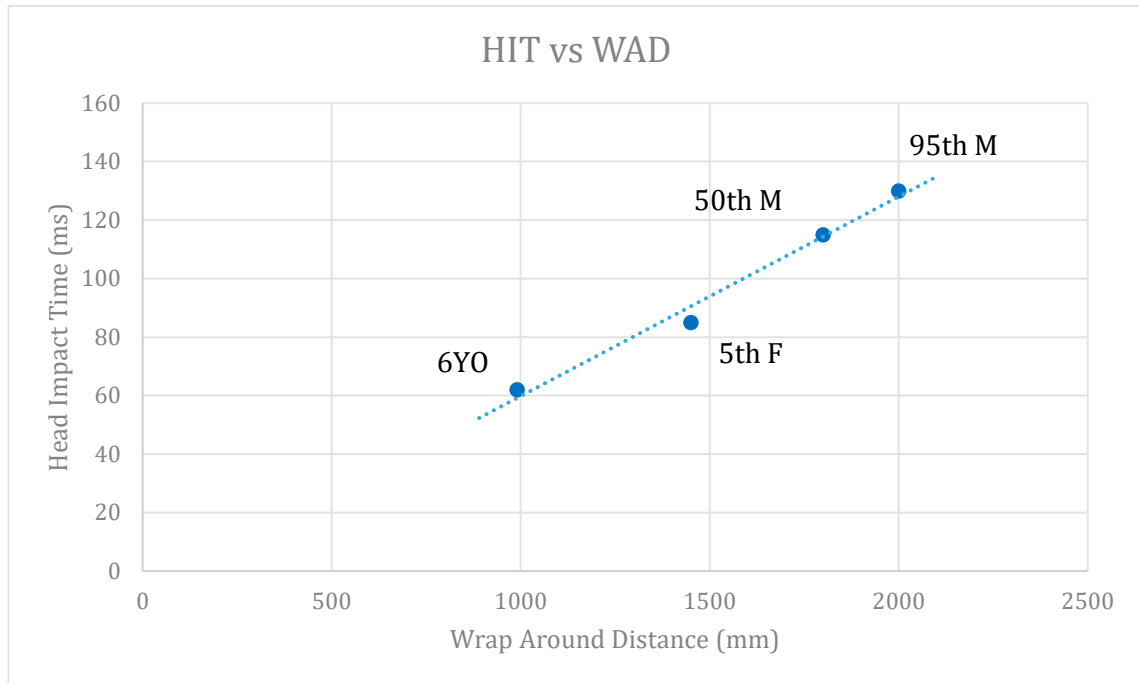


Figure 26: WAD vs HIT

3.2.7.8 The vehicle manufacturer must provide the test laboratory with all the necessary details of how to trigger the system, monitor trigger signals and replace spare parts.

3.2.7.9 Upper legform testing

3.2.7.10 If deployment occurs prior to pedestrian contact with the WAD 775, creating an increased hazard such as increased height, the Euro NCAP secretariat will give consideration to marking out the WAD 775 in the deployed state.

3.2.7.11 Unless there is concern about additional hazards being created by the system deploying prior or during pedestrian contact with the WAD 775, all upper legform testing will be carried out with the system in the un-deployed state.

3.2.7.12 Where the vehicle manufacturer provides data showing that a deployable system offers protection to the upper leg, the upper legform tests will be carried out by conducting dynamic tests.

3.3 Manufacturer supplied data

3.3.1 Headform predicted data

3.3.1.1 The vehicle manufacturer is required to provide the Euro NCAP Secretariat with HIC₁₅ or colour data detailing the protection offered by the vehicle at all headform grid locations.

3.3.1.2 All data must be supplied by the manufacturer before any vehicle marking or testing begins, preferably with delivery of the test vehicle(s).

3.3.1.3 For the headform area, data shall be provided for each grid point according to the following performance criteria:

HIC ₁₅ < 650	= Green
650 ≤ HIC ₁₅ < 1000	= Yellow
1000 ≤ HIC ₁₅ < 1350	= Orange
1350 ≤ HIC ₁₅ < 1700	= Brown
1700 ≤ HIC ₁₅	= Red

3.3.1.4 Some grid points shall have a default red rating awarded to them. These shall be clearly identified as defaulted in the predicted data. The only areas to be defaulted red are as follows:

- A-pillars
- Roof

3.3.1.5 Where the vehicle manufacturer can provide evidence that shows the roof is not red at 40km/h, those grid points will be considered in the same way as other points. Additional points are available to A-pillars that provide protection as detailed in Section 4.4.2.

3.3.1.6 Grid points on the side reference line that are rearward of the bonnet rear reference line will be deemed as grid points on the A-pillars.

3.3.1.7 Grid points on the windscreen glazing that are predicted green will be excluded from point selection providing that:

- The green grid point is completely surrounded by predicted green grid points.
- The green grid point is more than 165mm from the solid strip around the periphery of the windscreen mounting frame. The 165mm shall be measured along the outer contour of the windscreen, see Figure 27.
- There are no underlying structures.

3.3.1.8 Where there are any structures mounted directly behind the windscreen, such as cameras and/or sensor systems, the overlying grid points shall be included for point selection.

3.3.1.9 Grid points on the windscreen that are within 100mm of ANY underlying structures in the windscreen base area, measured from the grid point in the impact direction of the relevant headform shall also be included for point selection.

3.3.1.10 Defaulted locations are not included in the random selection of verification tests, see Section 3.4.1, and the correction factor calculation.

3.3.1.11 Before test points are selected, default red locations and excluded green points will be confirmed by the laboratory.

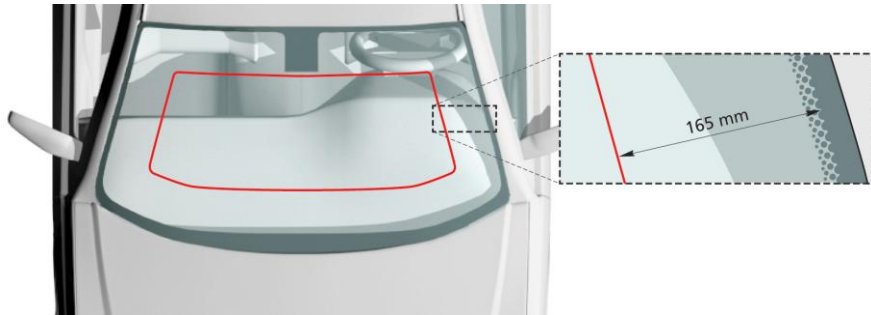


Figure 27: Windscreen periphery measurement

3.3.2 Unpredictable Grid Locations

3.3.2.1 Where certain structures are such that the protection offered by particular grid points is unpredictable, those grid points may be coloured blue in the predicted data.

3.3.2.2 Those areas of the vehicle that may contain blue grid points are limited to the following structures:

- Plastic scuttle
- Windscreen wiper arms and windscreen base
- Headlamp glazing
- Break-away structures

3.3.2.3 Where blue points are identified, the vehicle manufacturer must provide test results and/or CAE modelling as justification to show the unpredictable performance of the location(s).

3.3.2.4 Blue points, either singly or grouped together in pairs, will form a blue zone.

3.3.2.5 Where there are two grid points in a zone they must be adjacent (longitudinally, laterally and diagonally) to each other. A maximum of eight zones may be blue over the entire headform impact area.

3.3.2.6 The laboratory will choose one blue point to assess each zone. Symmetry may be applied.

3.3.2.7 The test results of blue points will be applied to the grid point(s) in each zone. The colour of each tested blue point will be changed from blue to the colour corresponding to the HIC15 measured.

3.3.2.8 Blue point tests will not be used in the random selection of verification tests, see Section 3.4.1, and the correction factor calculation.

3.3.3 Absence of manufacturer data

Where predicted data is NOT provided by the vehicle manufacturer, the testable area shall be marked and evaluated as described in the Euro NCAP Pedestrian Testing Protocol version 5.3.1, November 2011 with the headform test area extended to evaluate points up to WAD 2500.

The latest impactors will be used which are referenced in Technical Bulletin CP 401 and the latest Euro NCAP performance criteria (HIC650-1700) will be applied as detailed in Section 4.4. The bonnet marking and assessment will be as detailed in Section 2.2.

3.4 Test execution

3.4.1 Headform verification tests

- 3.4.1.1 The vehicle sponsor will fund 10 verification tests in the headform area.
- 3.4.1.2 The vehicle manufacturer has the option of sponsoring up to 10 additional headform verification tests. These are in addition to any blue points and those funded by the sponsor. Where this is the case, the vehicle manufacturer must inform Euro NCAP of the number of tests when predicted data is provided.
- 3.4.1.3 The location of all verification tests will be selected at the same time and at random by the Euro NCAP Secretariat regardless of the test sponsor.
- 3.4.1.4 At least one of the verification tests shall always be a green point on the excluded glazed area that is in accordance with Section 3.3.1.7.
- 3.4.1.5 Only those grid points on defaulted red, excluded green (noting the exception above) positions or those coloured blue will be excluded from the randomly selected points. All other grid points are eligible for selection.
- 3.4.1.6 There is no restriction as to the location of the randomly selected tests. Tests to adjacent impact locations are acceptable provided that permanent vehicle damage would not influence other test results.
- 3.4.1.7 Where damage from already tested grid points affects other verification tests, the Secretariat will be informed and will take a decision on how to proceed.
- 3.4.1.8 The results of all verification tests will be used in the calculation of a correction factor.

3.4.2 Headform test procedure

- 3.4.2.1 The selected grid point shall be treated as the aiming point for the headform impactor.
- 3.4.2.2 For deployable systems, the aiming point will be the grid point location when the system is in the undeployed position. The laboratory must ensure there is sufficient distance between the impactor propulsion system and a fully deployed system to avoid interference.
- 3.4.2.3 Where an A-pillar grid point is to be tested at any speed, the aiming point shall be moved inboard, in the same horizontal plane, to the most forward part of the A-pillar to reduce the likelihood of high headform rotation or a glancing blow.
- 3.4.2.4 The centreline of the headform impactor shall be directly in the line of flight toward the aiming point. See Figure 28.

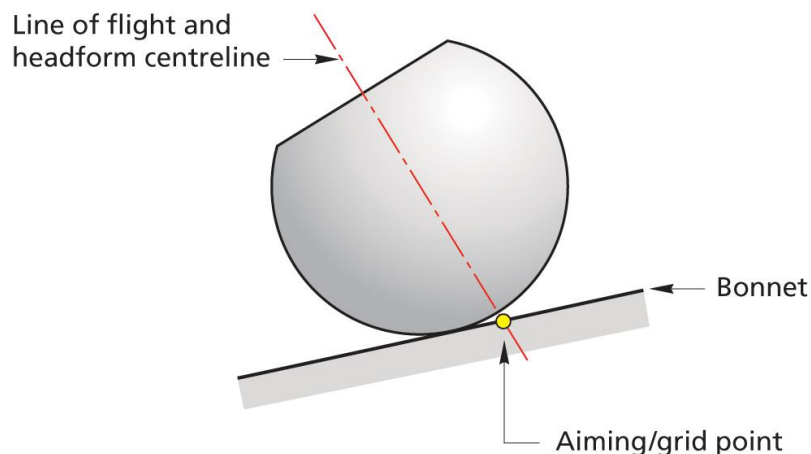


Figure 28: Aiming point

3.4.2.5 Gravity must be taken into account in order to establish the correct trajectory for the headform. The determination of where to position the firing mechanism will require the following information:

- Headform diameter
- Distance that the headform must travel after leaving the propulsion system
- Required angle of impact to horizontal
- Angle of the bonnet top at the point of impact
- Required impact velocity

3.4.2.6 Using the above information calculate the distance from the aiming point to ensure that the required correct trajectory is established. The angle to which the propulsion system should be set and the velocity that the propulsion system must give to achieve the required velocity at impact and the required angle of incidence at impact must also be calculated.

3.4.2.7 Tests to glazed points will be considered on a case-by-case basis by the Secretariat, Euro NCAP applies no definition to atypical performance.

3.4.2.8 Headform test procedure - Pre test

3.4.2.9 Ensure that the vehicle is fully test prepared as described in Section 2.1.

3.4.2.10 Ensure the vehicle is at the same ride heights as those recorded during marking up of the vehicle.

3.4.2.11 Ensure that the headforms, the vehicle, the propulsion system and the data acquisition equipment have soaked in a temperature in the range of 16°C to 24°C for at least 2 hours prior to testing.

3.4.2.12 Fit the required headform to the propulsion system. A child/small adult headform impactor shall be used for tests to the forward section of the bonnet top, A-pillars, windscreen, roof (labelled C in Section 2.2.10), with the test locations on WAD 1000 up to and including WAD 1500. An adult headform impactor shall be used for tests to the rearward section of the bonnet top (labelled A or B in Section 2.2.10), with the test locations rearward of WAD 1700 up to and including WAD 2500. Where test locations are rearward of WAD 1500 up to and including WAD 1700, the location of the BRRL will determine the headform to be used, see Section 2.2.5.9 and 2.2.5.10.

- 3.4.2.13 The position of the 'test location' describes the location of the grid point and will always determine which impactor shall be used; this will also be the case where the grid point is not coincidental with the point of first contact. For example, between 1500 mm and 1700 mm a grid point on the windscreen base will be impacted by the adult headform even if the point of first contact is with the rear edge of the bonnet.
- 3.4.2.14 Roll the vehicle forwards to give the desired free flight distance.
- 3.4.2.15 Adjust the propulsion system so that it can fire the headform at the grid point with the correct angle of incidence and is aimed at the impact point.
- 3.4.2.16 The direction of impact shall be in the fore and aft vertical plane of the section of the vehicle to be tested. The tolerance for this direction is $\pm 2^\circ$. The direction of impact of tests to the bonnet top shall be downward and rearward, as if the vehicle were on the ground.
- 3.4.2.17 The angle of impact for tests with the child/small adult headform impactor to the bonnet and windscreen shall be $50^\circ \pm 2^\circ$ to the Ground Reference Level. For all headform grid points on or forward of the bonnet leading edge reference line, defined in Section 2.2.2, the angle of impact shall be $20^\circ \pm 2^\circ$ to ground reference level.
- 3.4.2.18 For tests with the adult headform impactor to the bonnet and windscreen the angle of impact shall always be $65^\circ \pm 2^\circ$ to the Ground Reference Level. Tests to the roof shall be performed with an impact angle of $45^\circ \pm 2^\circ$ to the Ground reference Level. For tests with the adult headform impactor to heavy vehicles, as defined in the Vehicle Specification, Selection, Testing and Retesting Protocol, the angle of impact shall always be $50^\circ \pm 2^\circ$ to the Ground Reference Level.
- 3.4.2.19 The effect of gravity shall be taken into account when the impact angle is obtained from measurements taken before the time of first contact.
- 3.4.2.20 The centreline of the headform impactor shall be within a $\pm 10\text{mm}$ tolerance to the selected grid point.
- 3.4.2.21 Set the speed control on the propulsion system to give a velocity of $11.1 \pm 0.2\text{m/s}$ at the point of first contact. The velocity measuring device should be able to measure to an accuracy of at least $\pm 0.02\text{m/s}$. The effect of gravity shall be taken into account when the impact velocity is obtained from measurements taken before the point of first contact.
- 3.4.2.22 Fire the propulsion system.
- 3.4.2.23 Headform test procedure - Post test
- 3.4.2.24 Take at least two still photographs of the resultant dent, see Euro NCAP Film and Photo Protocol. Each photograph shall have some means of identifying the vehicle and test location. The preferred method shall be to use unique run numbers for each test.
- 3.4.2.25 Additional photographs may be required for an individual test at the Project Manager's discretion.
- 3.4.2.26 Check that no CAC has been exceeded before conducting the next test, if this has occurred then the impactor must be re-certified before the next test.

3.4.2.27 Replace any damaged part of the vehicle which would affect the results of the next test with new parts according to Section 3.1.1.

3.4.2.28 Repeat procedure for the next impact location.

3.4.3 aPLI (legform) tests

3.4.3.1 The legform to bumper tests will be conducted to selected grid locations within the test zone defined in Section 2.2.8.

3.4.3.2 The vehicle manufacturer must identify any asymmetrical grid points before the start location is selected and any nominations are made.

3.4.3.3 The Euro NCAP Secretariat will select one of the locations L0 or L1 for testing; additional tests will then be performed to every second grid point outboard of this point.

3.4.3.4 Symmetry is applied across the vehicle. Tests can be made on both sides of the vehicle. For each pair of symmetrical grid points the laboratory chooses the point to be physically tested.

3.4.3.5 Grid points that have not been tested will be awarded the worst result from one of the adjacent points.

3.4.3.6 Where the vehicle manufacturer believes that the performance of an unselected point will not be reflected correctly or symmetry does not apply, they may choose to sponsor additional tests to any of these points. All OEM nominations must be made for both possible starting points and before the first point to test is chosen as detailed in Section 3.4.3.2.

3.4.3.7 aPLI (legform) test procedure - Pre Test

3.4.3.8 Ensure that the vehicle is fully test prepared as described in Section 2.1.

3.4.3.9 Ensure that the legform, the vehicle, the propulsion system and the data acquisition equipment has soaked in a temperature in the range of 16°C to 24°C for at least 4 hours prior to testing.

3.4.3.10 Align the vehicle so that the propulsion system can aim at the impact position and the propulsion system can fire the legform in a direction that is parallel to the vehicle centre line.

3.4.3.11 Roll the vehicle forwards to give the desired free flight distance.

3.4.3.12 At the time of first contact the bottom of the legform shall be 25mm above Ground Reference Level ± 10 mm. The measurement must be taken from the bottom of the legform without any protective covers.

3.4.3.13 Insert blocks under the vehicle such that vehicle height is raised as required by the gravity correction method used to ensure the above tolerance; and the tolerance for direction of impact are both satisfied. Alternatively, ensure that the vehicle is positioned above a trench in the floor. See Figure 29.

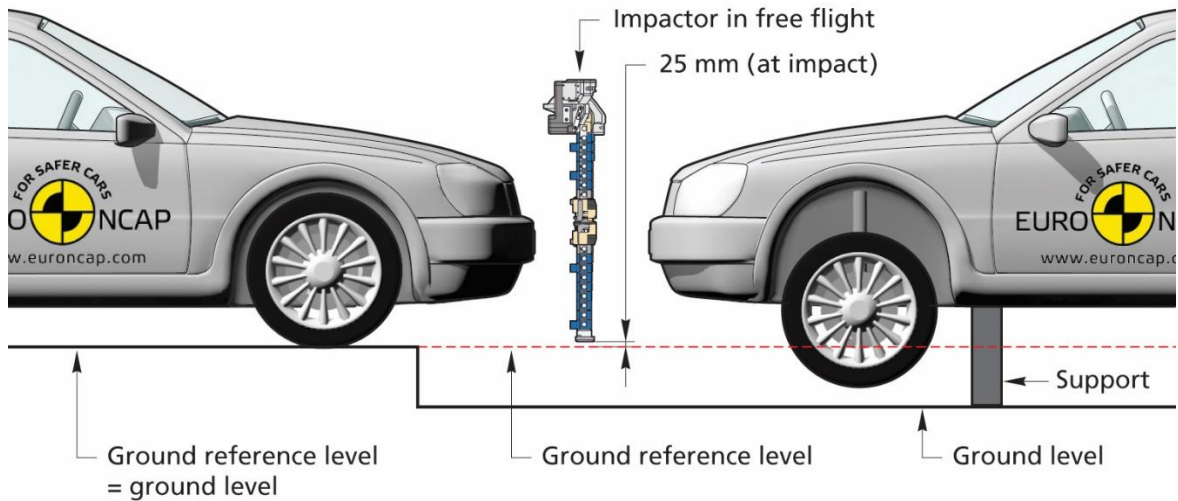


Figure 29: Legform to Bumper tests

3.4.3.14 If required, ensure the vehicle is at the same ride heights as those recorded during marking up of the vehicle, friction in the vehicle's suspension system may be a source of variance.

3.4.3.15 To ensure that the legform impacts with its bottom at the correct height above the ground a correction to take into account the action of gravity when the legform is in free flight is required. This can take the form of raising the legform a distance h , and firing it horizontally so that the action due to gravity results in the bottom of the impactor being at 25mm above ground level at the point of first contact with the vehicle. This can be achieved using the method in Section 3.4.3.16. However, this method will only remain within the tolerance specified in 3.4.3.31 if its free flight distance is about 400mm or less. For test houses that use a free flight distance of more than 400mm then the legform shall be fired using a ballistic correction procedure as described in Section 3.4.3.21.

3.4.3.16 Compensation for Gravity (horizontal firing)

3.4.3.17 Measure the distance d (in metres) between the point of first contact and the point from where the legform will leave the propulsion system and begin free flight (release point).

3.4.3.18 The distance that the legform will fall due to gravity can be calculated from the formula:

$$\text{Fall due to Gravity } h = \frac{gd^2}{2v^2}$$

Assuming values for g , acceleration due to gravity = 9.81ms^{-2} and v , exit velocity of the legform from the propulsion system (at the release point) = 11.1ms^{-1} gives:

$$\text{Fall due to Gravity } h = 0.03981d^2$$

3.4.3.19 Raise the propulsion system by this calculated amount, h . The angle θ must remain within the tolerance specified in Section 3.4.3.31. See Figure 30.

3.4.3.20 Proceed to Section 3.4.3.30.

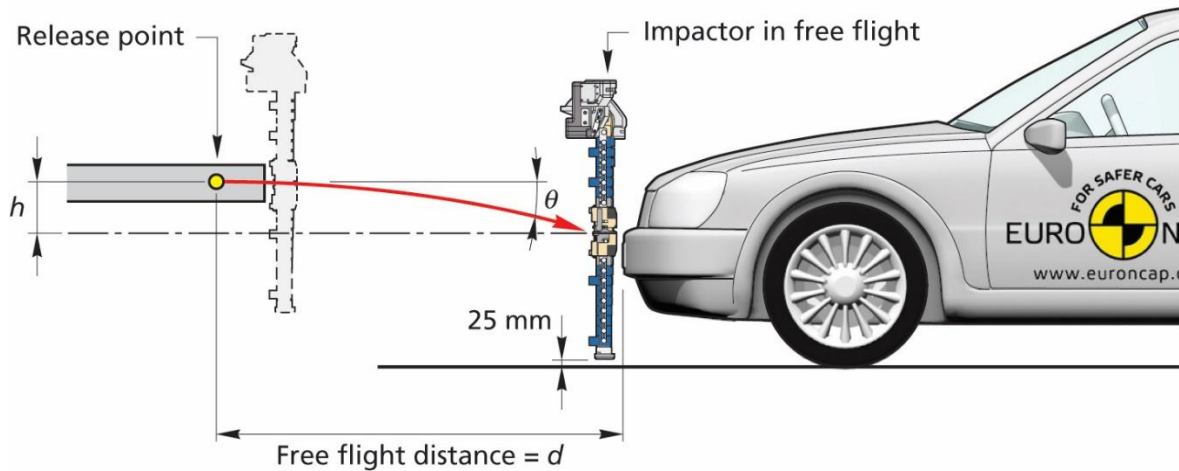


Figure 30: Droop Compensation

3.4.3.21 Ballistic Compensation

3.4.3.22 There are two procedures which can be used for ballistic compensation, it is at the discretion of the test house as to the most appropriate method, see Figure 31. The terms used for the calculations are:

At the release point:

u = initial velocity

ϕ = firing angle

At the point of first contact:

v = impactor velocity (11.1m/s)

θ = direction of impact (0°)

d = free flight distance

h = height increase

3.4.3.23 The first case is where ϕ is fixed, and $\theta = 0^\circ$, $v = 11.1\text{m/s}$. The vehicle must be positioned in relation to the fixed propulsion system, therefore u , d , and h are the subjects.

3.4.3.24 Using the following equations find u , d , and h :

$$u = \frac{v}{\cos(\phi)}$$

$$d = \frac{v^2}{g} \tan(\phi)$$

$$h = \frac{v^2}{2g} \tan^2(\phi)$$

3.4.3.25 Position the vehicle to be the correct distance away from, and height above the release point. Proceed to Section 3.4.3.30.

3.4.3.26 The second case is where d is fixed, and $\theta = 0^\circ$, $v = 11.1\text{m/s}$. The propulsion system is positioned and aimed in relation to the vehicle, therefore u , h and ϕ are the subjects.

3.4.3.27 Using the following equations find u , h and ϕ :

$$u = v \left(1 + \frac{g^2 d^2}{v^4} \right)^{\frac{1}{2}}$$

$$h = \frac{g d^2}{2v^2}$$

$$\phi = \tan^{-1} \left(\frac{g d}{v^2} \right)$$

3.4.3.28 Position the propulsion system to be the correct distance away from, height above and correctly aimed at the vehicle.

3.4.3.29 The angle ϕ shall be set so that the impactor is at the top of the ballistic at the point of first contact.

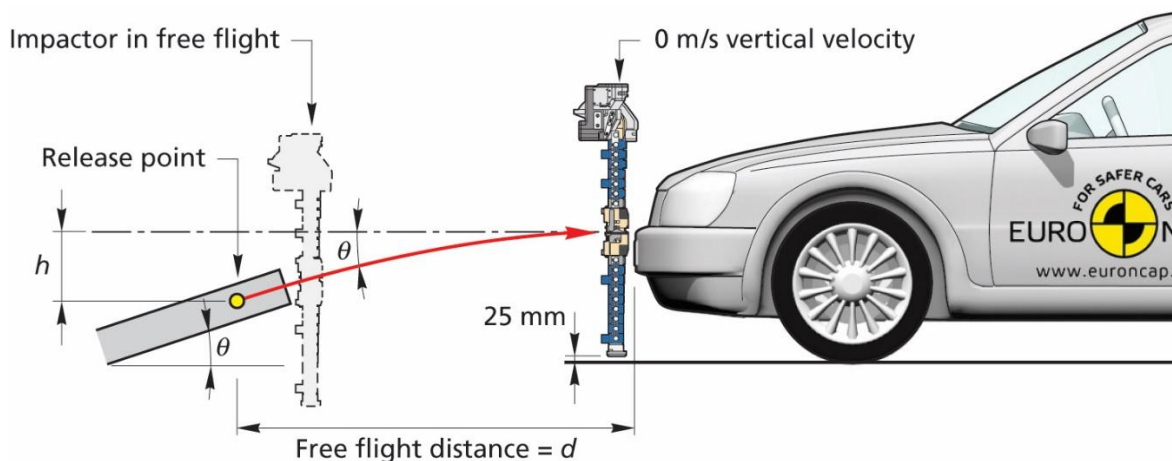


Figure 31 Ballistic compensation

3.4.3.30 Set the speed control on the propulsion system to give $11.1\text{ m/s} \pm 0.2\text{ m/s}$ at the point of first contact. The velocity measuring device should be able to measure to an accuracy of at least $\pm 0.02\text{ m/s}$. The effect of gravity shall be taken into account when the impact velocity is obtained from measurements taken before the point of first contact.

3.4.3.31 The direction of impact at the point of first contact shall be in the horizontal plane and parallel to the longitudinal vertical plane of the vehicle. The axis of the legform shall be vertical at the time of first contact. The tolerance to these directions is $\pm 2^\circ$.

3.4.3.32 At the time of first contact the impactor shall have the intended orientation about its vertical axis, for correct operation of the knee joint, with a tolerance of $\pm 2^\circ$.

3.4.3.33 The bending moments shall be $\pm 10.0\text{ Nm}$ within the 30ms immediately prior to impact.

3.4.3.34 At the time of first contact the centre line of the legform impactor shall be within $\pm 10\text{ mm}$ of the selected impact point.

3.4.3.35 It is recommended that the above tolerances are halved for the purposes of Euro NCAP testing.

3.4.3.36 During contact between the legform impactor and the vehicle, the impactor shall not contact the ground or any object not part of the vehicle.

3.4.3.37 Fire the propulsion system.

3.4.3.38 aPLI (legform) test procedure - Post test

3.4.3.39 Take at least two still photographs of the resultant dent, see Euro NCAP Film and Photo Protocol. Each photograph shall have some means of identifying the vehicle and test location. The preferred method shall be to use unique run numbers for each test.

3.4.3.40 Additional photographs may be required for an individual test at the Project Managers discretion.

- 3.4.3.41 Check that no CAC has been exceeded before conducting the next test, if this has occurred then the impactor must be re-certified before the next test.
- 3.4.3.42 Replace any damaged part of the vehicle that will affect the results of the next test with new parts according to Section 3.1.1.
- 3.4.3.43 Repeat procedure for the next impact location.

3.4.4 Upper legform to WAD 775 tests

- 3.4.4.1 A test is not required if the calculated impact energy would be less than 160J.
- 3.4.4.2 The vehicle manufacturer must identify any asymmetrical grid points before the start location is selected and any nominations are made.
- 3.4.4.3 The Euro NCAP Secretariat will select one of the locations U0 or U1 for testing; additional tests will then be performed to every second grid point outboard of this point.
- 3.4.4.4 Symmetry is applied across the vehicle. Tests can be made on both sides of the vehicle. For each pair of symmetrical grid points the laboratory chooses the point to be actually tested.
- 3.4.4.5 Grid points that have not been tested will be awarded the worst result from one of the adjacent points.
- 3.4.4.6 Where a point is to be awarded a symmetrical or adjacent result, there must be no more than a 10% difference in the calculated impact energy between the two points. Where the energy differs by more than 10%, a test is required.
- 3.4.4.7 Where the vehicle manufacturer believes that the performance of a unselected point will not be reflected correctly or symmetry does not apply, they may choose to sponsor additional tests to any of these points. All OEM nominations must be made for both possible starting points and before the first point to test is chosen as detailed in Section 3.4.4.3.
- 3.4.4.8 Determination of Impact Angle, Impact Energy and Impact Velocity
- 3.4.4.9 The impact angle α in relation to the ground at each grid point is perpendicular to a straight line passing through the internal bumper reference line and WAD 930 at the same lateral position from the vehicle centreline. Measure and record the angle α at each grid point to be tested.
- 3.4.4.10 The nominal impactor energy to be used in the test shall be calculated using the following formula:

$$En = 0.5 \times m_n \times v_c^2$$

Where:

$$m_n = 7.4kg$$

$$v_c = v_o \cos(1.2\alpha)$$

$$v_o = 11.11 \frac{m}{s}$$

3.4.4.11 The test velocity v_t shall then be adjusted to meet the nominal energy by using the following formula:

$$v_t = \sqrt{\frac{2En}{10.5kg}}$$

3.4.4.12 Upper legform to WAD 775 test procedure – Pre test

3.4.4.13 Ensure that the vehicle is fully test prepared as described in Section 2.1.

3.4.4.14 Ensure the vehicle is at the same ride heights as those recorded during marking up of the vehicle.

3.4.4.15 Ensure that the upper legform, the vehicle, the propulsion system and the data acquisition equipment has soaked in a temperature in the range of 16°C to 24°C for at least 2 hours prior to testing.

3.4.4.16 Fit a new piece of foam to the upper legform impactor from the certified sheet of foam.

3.4.4.17 Apply weights to the back of the upper legform impactor to bring the total mass to 10.5kg. Larger weights should first be applied and various smaller weights should then be added to achieve the correct weight. The upper legform impactor mass should be measured to an accuracy of better than $\pm 1\%$.

3.4.4.18 Where $\alpha < 0^\circ$, then $\alpha = 0^\circ$. The impact will be in the same Y-Z plane as each grid point. The tolerances to these directions are $\pm 2^\circ$.

3.4.4.19 The upper legform impactor shall be aligned such that the centre line of the propulsion system and the longitudinal axis of the upper legform impactor are in the fore and aft vertical plane of the section of the vehicle to be tested. The tolerances to these directions are $\pm 2^\circ$. At the time of first contact the impactor centre line shall be coincident with the WAD 775 with a $\pm 10\text{mm}$ tolerance, and laterally with the selected impact location with a tolerance of $\pm 10\text{mm}$.

3.4.4.20 Adjust the propulsion system to give the correct velocity and angle of incidence at the point of impact with the tolerance on the impact velocity being $\pm 2\%$. The effect of gravity shall be taken into account when the impact velocity is obtained from measurements taken before the first point of contact. The velocity measuring device should be able to measure to an accuracy of at least $\pm 0.02\text{m/s}$. The effect of gravity shall be taken into account when the impact velocity is obtained from measurements taken before the point of first contact. The tolerance on impact direction $\pm 2^\circ$.

3.4.4.21 Roll the vehicle forwards to give the desired distance, so that the impactor strikes the vehicle after it has been accelerated to the test speed and so that any end stops on the guidance system do not interfere with its interaction with the vehicle. See Figure 32.

3.4.4.22 Fire the propulsion system.

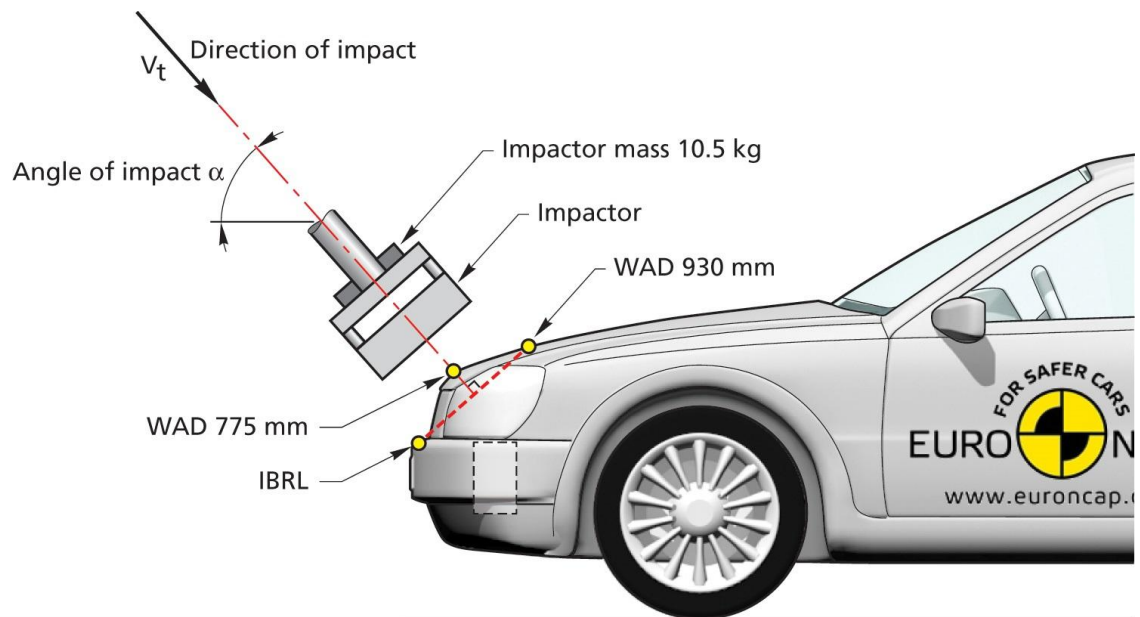


Figure 32: Upper Legform to WAD 775 Test

3.4.4.23 Upper legform to WAD 775 test procedure - Post Test

3.4.4.24 Take at least two still photographs of the resultant dent, see Euro NCAP Film and Photo Protocol. Each photograph shall have some means of identifying the vehicle and test location. The preferred method shall be to use unique run numbers for each test.

3.4.4.25 Additional photographs may be required for an individual test at the Project Managers discretion.

3.4.4.26 Check that no CAC has been exceeded before conducting the next test, if this has occurred then the impactor must be re-certified before the next test.

3.4.4.27 Replace any damaged part of the vehicle which would affect the results of the next test with new parts according to Section 3.1.1.

3.4.4.28 Repeat procedure for the next impact location.

4 ASSESSMENT CRITERIA AND SCORING

4.1 Points calculation

For the legform impact areas, a sliding scale system of points scoring has been used to calculate points based on each measured criterion. This involves two limits for each parameter, a more demanding limit (higher performance), below which a maximum score is obtained and a less demanding limit (lower performance), beyond which no points are scored. Where a value falls between the two limits, the score is calculated by linear interpolation. No capping is applied to any of the measurements.

For the headform impact area, the protection predicted by the vehicle manufacturer will be compared to the outcome of the randomly selected test locations. The results at those test locations will be used to generate a correction factor, which will then be applied to the predicted score. Only data that results in a correction factor of between 0.850 and 1.150 are accepted. Where this is not the case, the cause will be investigated and the Secretariat will subsequently decide how to proceed. Where the data are accepted, the headform score will be based on the predicted data score with correction applied.

4.2 Criteria and limit values

The assessment criteria used for the pedestrian and cyclist impact tests are summarised below along with the upper and lower performance limits for each parameter. Where multiple criteria exist for an individual test, the lowest scoring parameter is used to determine the performance of that test, unless indicated otherwise.

4.2.1 Headform

4.2.1.1 The manufacturer must provide predicted data for all grid points. This data shall be expressed as a colour according to the corresponding colour boundaries for the predicted HIC_{15} performance below. Alternatively, HIC_{15} values may be provided.

<i>Green</i>	$HIC_{15} < 650$
<i>Yellow</i>	$650 \leq HIC_{15} < 1000$
<i>Orange</i>	$1000 \leq HIC_{15} < 1350$
<i>Brown</i>	$1350 \leq HIC_{15} < 1700$
<i>Red</i>	$1700 \leq HIC_{15}$

4.2.2 Upper legform

Criterion	Higher performance limit	Lower performance limit
Sum of forces	5.0kN	6.0kN

4.2.3 aPLI

Criterion	Higher performance limit	Lower performance limit
Femur bending moment	390Nm	440Nm
Tibia bending moment	275Nm	320Nm
MCL elongation	27mm	32mm

4.3 Modifiers

There are no modifiers applied.

4.4 Scoring & visualisation

4.4.1 Scoring

4.4.1.1 A maximum of 10 points are available for the headform test zone (cyclist, adult and child/small adult). The total score for all grid points is calculated as a percentage of the maximum achievable score, which is then multiplied by 10 points.

4.4.1.2 The pelvis and femur will both be awarded a maximum of 2.5 points and the knee/tibia will be awarded a maximum of 5 points.

4.4.1.3 A total of 20 points are available in the passive VRU protection assessment.

4.4.2 Headform

With the exception of A-pillars only, each of the grid points can be awarded up to one point for the protection offered at 40km/h. All locations on A-pillars are deemed to be red ($HIC > 1700$) by default, unless the manufacturer can demonstrate that the A-pillar is designed to offer protection. This results in a maximum total amount of points equal to the number of grid points. For each predicted colour the following points are awarded to the grid point:

$HIC_{15} < 650$	1.00 point
$650 \leq HIC_{15} < 1000$	0.75 points
$1000 \leq HIC_{15} < 1350$	0.50 points
$1350 \leq HIC_{15} < 1700$	0.25 points
$1700 \leq HIC_{15}$	0.00 points

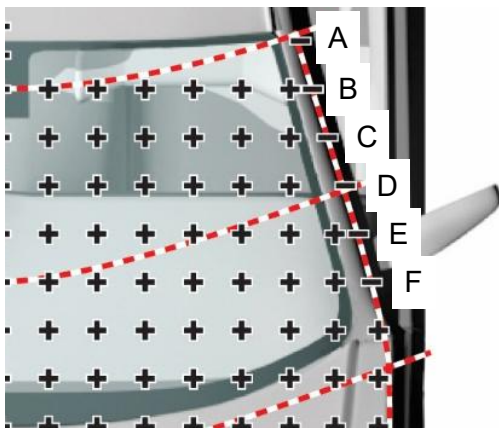
4.4.2.1 A-pillar testing

Where there are grid points on the A-pillar that are designed with a countermeasure (e.g. external airbag or energy absorption structure) and offer protection, additional rewards will be available to each individual grid point on the A-pillar. The highest impact speed where performance is offered will be rewarded. A-pillar points will only be tested where protection is offered at the speeds and fulfilling the corresponding HIC values detailed below.

20km/h, HIC15 < 1000	1.00 point per grid point
30km/h, HIC15 < 1700	2.00 points per grid point
40km/h, HIC15 < 1700	3.00 points per grid point

The need for testing will be based on evidence provided by the OEM prior to testing which demonstrates countermeasures are in place and protection is offered.

Example:



Example	20 km/h	30 km/h	40 km/h	Score
A	HIC < 1000	HIC > 1700		1.00
B		HIC < 1700	HIC > 1700	2.00
C			HIC < 1700	3.00
D			HIC > 1700	0.00
E			HIC > 1700	0.00
F			HIC > 1700	0.00
Total				6.00

4.4.2.2 Headform correction factor

The data provided by the manufacturer is scaled using a correction factor, which is calculated based on any differences between predicted data and the verification tests performed. The verification points are randomly selected and distributed in line with the predicted colour distribution.

The actual tested total score of the verification test points is divided by the predicted total score of these verification test points. This is called the correction factor, which can be lower or higher than 1.

$$\text{Correction Factor} = \frac{\text{Actual tested score}}{\text{Predicted score}}$$

The correction factor is multiplied by the predicted score of all the grid points (excluding defaulted and blue points). The final score for the vehicle can never exceed 100% regardless of the correction factor.

Grid points defaulted red in accordance with Section 3.3.1.4 and blue points are excluded from the correction factor calculation.

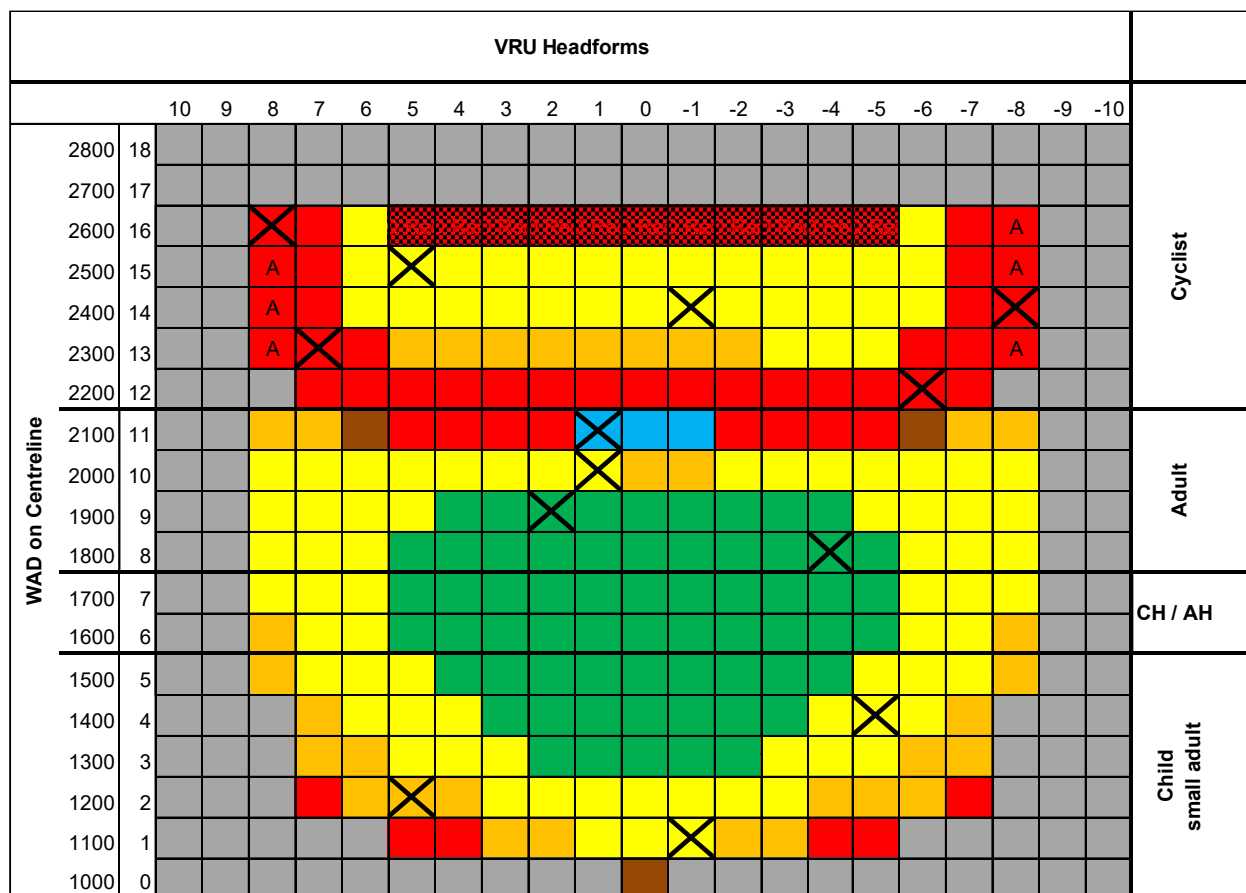
4.4.2.3 HIC tolerance

As test results can be variable between labs and in-house tests and/or simulations, a 10% tolerance to the HIC value of the verification test is applied. The tolerance is applied in both directions, meaning that when a tested point scores better than predicted, but within tolerance, the predicted result is applied. The tolerance only applies to verify whether the predicted colour of the tested verification point is correct. When, including tolerance, the colour is not in line with the prediction, the true colour of the test point will be determined by comparing the actual measured HIC value with the colour band in Section 4.4.2 without applying a tolerance to the HIC value.

Prediction	HIC ₁₅ range	Accepted HIC ₁₅ range
Green	HIC ₁₅ < 650	HIC ₁₅ < 722.22
Yellow	650 ≤ HIC ₁₅ < 1000	590.91 ≤ HIC ₁₅ < 1111.11
Orange	1000 ≤ HIC ₁₅ < 1350	909.09 ≤ HIC ₁₅ < 1500.00
Brown	1350 ≤ HIC ₁₅ < 1700	1227.27 ≤ HIC ₁₅ < 1888.89
Red	1700 ≤ HIC ₁₅	1545.45 ≤ HIC ₁₅

4.4.2.4 Example:

Headform testing:



The prediction consists of the following:

PREDICTION		Nr of points	Points	%-age
	Green	63	63.000	24%
	Yellow	98	73.500	38%
	Orange	34	17.000	13%
	Brown	3	0.750	1%
	Red	39	0.000	15%
	Default Red	11	0.000	4%
	Tested A-pillar	8		3%
	Blue	3		1%
Predicted headform score (excluding blue points)		259	154.250	100%

10 verification points were chosen for testing (40km/h):

VERIFICATION								
Test point	Prediction	Value	Points		Test point	Prediction	Value	Points
12,-6		2782.73	0.000					
9,2		541.06	1.000					
2,5		768.13	0.750					
1,-1		813.81	0.750					
8,-4		558.93	1.000					
14,-1		372.36	1.000					
13,7		9999.00	0.000					
4,-5		750.97	0.750					
15,5		347.62	1.000					
10,1		600.48	0.750					
Total	6.25		7.000		Total	0		0.000

Correction factor	1.120
-------------------	-------

$$\text{Correction Factor} = \frac{\text{Actual tested score}}{\text{Predicted score}} = \frac{7.00}{6.25} = 1.12$$

1 blue point was tested (11,1), with the result applied to three blue points (11,0: same blue zone and 11,-1: symmetric).

1 A-pillar point tested (16,8) at 20km/h with the score applied to the tested and symmetrical grid point (16, -8).

1 A-pillar point tested (14,-8) at 30km/h with the score applied to the tested and symmetrical grid points (15, 14, 13, 8 and 15, 13, -8).

BLUE POINTS				A-PILLAR POINTS			
Zone	GRID-point	Value	Points	Speed	GRID-point	Value	Points
1	11, 1	1200	0.5	20km/h	16, 8	950	1
	11, 0		0.5		16, -8		1
	11, -1		0.5	30km/h	14, -8	1550	2
					(13, 15), -8		4
2	-				(13, 14, 15) 8		6
Total blue points		1.500		Total A-pillar points		14.000	

The final score will be:

SUMMARY			
248	Predicted score (excluding blue points)		154.250
11	Default red		0.000
8	A-pillar points		14.000
3	Blue points score		1.500
	Correction factor		1.120
Total score			188.260

The score in terms of percentage of the maximum achievable score is $188.260/259 = 72.687\%$

The final headform score out of a maximum of 10 points is $72.687\% \times 10 = \mathbf{7.269 \text{ points}}$

4.4.3 Upper legform - Pelvis

Each of the grid points can be awarded up to one point resulting in a maximum total of points equal to the number of grid points. A linear sliding scale is applied between the relevant limits of each parameter. The upper legform performance for each grid point is based upon the worst performing parameter.

The total score for the upper legform area will be calculated out of 2.5 points by scaling the sum of grid points score by the relevant number of grid points.

Example:

For a vehicle that has 9 grid points and tests are performed to points U0, U-2 & U-4 with the following results:

Test result U0	Score	Total
Femur sum of forces = 5.26kN	0.740	0.740
Test result U-2	Score	Total
Femur sum of forces = 6.80kN	0.000	0.000
Test result U-4	Score	Total
Femur sum of forces = 4.89kN	1.000	1.000

Grid points that have not been tested will be awarded the worst result from one of the adjacent points. Given that U-1 and U-3 have not been tested, both will be awarded the result from the adjacent point U-2. Symmetry will also be applied to all grid points on the opposite side of the vehicle (U+1 to U+4).

U+4	U+3	U+2	U+1	U0	U-1	U-2	U-3	U-4
1.000	0.0	0.0	0.0	0.740	0.0	0.0	0.0	1.000

The score for each individual grid point is then summed, this produces a score in terms of the maximum achievable percentage of $2.740/9 = 30.444\%$

The final upper legform score is $30.444\% \times 2.5 = \mathbf{0.761 \text{ points}}$

4.4.4 aPLI

Each of the grid points can be awarded up to one point resulting in a maximum total of points equal to the number of grid points. A linear sliding scale is applied between the relevant limits of the three parameters. The femur performance for each grid point is based upon the worst performing femur bending moment. The knee and tibia performance is based upon the lowest of the two individual assessment parameters (MCL and maximum tibia bending moment).

The total score for the femur will be calculated out of 2.5 and for the knee/tibia it will be out of 5 points. The sum of grid points scores will then be scaled down by the relevant number of grid points for each of those two regions.

Example:

For a vehicle that has 11 bumper test zone grid points and tests are performed to points L1, L+3 & L+5 with the following results:

Femur

Test result L+1	Score	Total
Max Femur Bending Moment = 400Nm	0.800	0.800
Test result L+3	Score	Total
Max Femur Bending Moment = 438Nm	0.040	0.040
Test result L+5	Score	Total
Max Femur Bending Moment = 385Nm	1.000	1.000

Knee & Tibia

Test result L+1		Score	Total
Tibia Bending Moment	= 257Nm	1.000	1.000
MCL Elongation	= 20mm	1.000	
Test result L+3		Score	Total
Tibia Bending Moment	= 300Nm	0.444	0.444
MCL Elongation	= 29mm	0.600	
Test result L+5		Score	Total
Tibia Bending Moment	= 225Nm	1.000	
MCL Elongation	= 36mm	0.000	0.000

Grid points that have not been tested will be awarded the worst result from one of the adjacent points. Given that L0, L+2 & L+4 have not been tested, L0 will be awarded the score from L+1, L+2 will be awarded the score from L+3 and L+4 will be awarded the score from L+5. Symmetry will also be applied to the other side of the vehicle.

Euro NCAP

Version 1.2 — July 2026

Femur

L+5	L+4	L+3	L+2	L+1	L0	L-1	L-2	L-3	L-4	L-5
1.000	0.040	0.040	0.040	0.800	0.800	0.800	0.040	0.040	0.040	1.000

The score for each individual grid point is then summed, this produces a score in terms of the maximum achievable percentage of $4.640/11 = 42.182\%$

The final Femur score is $42.182\% \times 2.5 = \mathbf{1.055 \text{ points}}$

Knee/tibia

L+5	L+4	L+3	L+2	L+1	L0	L-1	L-2	L-3	L-4	L-5
0.000	0.000	0.444	0.444	1.000	1.000	1.000	0.444	0.444	0.000	0.000

The score for each individual grid point is then summed, this produces a score in terms of the maximum achievable percentage of $4.776/11 = 43.418\%$

The final knee/tibia score is $43.418\% \times 5 = \mathbf{2.171 \text{ points}}$

4.4.5 Visualisation of results

4.4.5.1 Headform results

The protection provided by each grid location at 40km/h is illustrated by a coloured area on an outline of the front of the car. [Where A-pillars provide protection at other speeds, these will be presented differently on the grid.]

Where no grid is used in the assessment and the fallback scenario is adopted, the same 5 colour boundaries and HIC650 – HIC 1700 values will be applied. The headform performance boundaries are detailed below.

Colour	Performance
Green	$\text{HIC15} < 650$
Yellow	$650 \leq \text{HIC15} < 1000$
Orange	$1000 \leq \text{HIC15} < 1350$
Brown	$1350 \leq \text{HIC15} < 1700$
Red	$1700 \leq \text{HIC15}$

4.4.5.2 aPLI & upper legform results

The protection provided by each grid location is illustrated by a coloured point on an outline of the front of the car. The colour used is based on the points awarded for that test site (rounded to three decimal places), as follows:

Colour	Grid point score x
Green	$x = 1.000$
Yellow	$0.750 \leq x < 1.000$
Orange	$0.500 \leq x < 0.750$
Brown	$0.001 \leq x < 0.500$
Red	$0.000 \leq x$