EUROPEAN NEW CAR ASSESSMENT PROGRAMME

COMMERCIAL VANS TEST VEHICLE & VARIANTS POLICY

Version 1.0
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1. Introduction

This protocol details procedures relating to the specification of commercial vans to be tested by Euro NCAP, the application of the rating to van variants and twins and the rules of publication.

1.1. Definitions

1.1.1. In this document, frequent references are made to terms as variant, model range, safety equipment, etc. A list of definitions for these terms in the context of this protocol can be found in the Appendix.

1.1.2. 'The market' refers to the Euro NCAP Area of Application (EAA), defined in Technical Bulletin 002.

2. The Assessment Year

2.1. The Assessment Year is defined as the calendar year in which the rating is published by Euro NCAP.

3. Specification of Test Vehicles

3.1. Test Variant

3.1.1 For the rating of passenger cars, Euro NCAP tests the best-selling variant in the model range with the safety equipment which is standard across the entire range. For vans, Euro NCAP will, where possible, test the best-selling variant (powertrain, gearbox specification), equipped with all relevant safety equipment available as standard or as an option anywhere in the EAA.

3.1.2. In case a specific test variant, especially ones equipped with the full range of (often optionally-equipped) safety equipment, can not be sourced in a timely fashion, allowances will be made.

3.1.3. If the best-selling variant is not available with all such safety equipment, Euro NCAP will, in agreement with the OEM, test what variant is readily available with this equipment.

4. Application of Rating

4.1. Twin Models

4.1.1 So-called 'badge-engineering' is common in the commercial sector, with vehicles of various brand and model names being identical other than for very slight differences to grille/headlamps etc. Given limited resources, it therefore makes sense not to test every such 'twin' vehicle and instead to apply the results and rating of one to those whose performance would be no different.

4.1.2 The rating of one van may be carried over to those other vans which:

a) are the same in all regards related to Euro NCAP's assessments, and differ only with regard to minor styling differences such as grille, headlamp shape, interior compartmentation, seating, trim etc;

b) have precisely the same sensor set (including the supplier of the sensors and mounting locations. As Euro NCAP currently tests vehicles with standard or optional equipment, the fitment as standard or optional need not be the same. However, a rating cannot be carried over to a vehicle which has different hardware (sensors) or software (functionality) to the originally-tested vehicle;

c) have ADAS software that provides for an equivalent level of performance for all the functionalities considered by Euro NCAP (AEB, LSS, SAS etc). Where necessary, minor differences in calibration are allowed (e.g. to account for different rolling circumference of wheel/tyre combinations);

d) are built at the same plant(s);

e) have the same range of engines/powertrains as that of the originally-tested vehicle, or a sub-set of that range. Where a powertrain is added that was not part of the variant range covered by the original testing and rating (see 'Variants'), additional evidence must be provided by the vehicle manufacturer and additional testing may be required.

4.1.3 The vehicle manufacturer should present clear information to Euro NCAP to demonstrate that the above requirements are met, before any testing begins. Euro NCAP may ask for additional evidence and/or require additional (partial) testing in some cases.

4.2. Variants

4.2.1 The test mass is calculated as follows:

As Tested Mass (ATM) = (Unladen Kerb Mass + GVW)/2 + 100

4.2.2 For each variant in the model range, GVW and Unladen Kerb Mass should be provided to the Secretariat. The ATM of each variant will be calculated and the result compared with the ATM of the test vehicle.

4.2.3 The rating can be applied to the variant in question without additional testing/evidence, if all of the following conditions are met:

a) ATMvariant - ATMtested <= [1.1] x ATMtested

b) ATMvariant - ATMtested <= [150] kg

c) Sensors (camera, radar etc) identically located and positioned

4.2.4 Where one of these conditions is not met, additional evidence (in-house data or unofficial testing at Euro NCAP laboratory) is needed to demonstrate that the variant in question delivers performance equivalent to the tested vehicle. The vehicles tested must be of the same production status as for those offered for sale to consumers at or before the time of publication of the new result.

5. Publication of Results

5.1. General Guidelines

5.1.1. Under normal circumstances, once the van has been tested and the data are available and verified, the results will be published by Euro NCAP.

5.2 Publication Schedule

5.2.1 Euro NCAP aims to publish van ratings within the first quarter of each calendar year. Every year, each rating will be given a new date stamp and updated, reflecting their performance against the protocols applicable to that year, as long as the van remains on sale in the EEA. Testing protocols will be updated every three years.

5.2.2 If there has been a change in testing protocols between consecutive years, additional testing may need to be done to cover the new protocol requirements and fitment data need to updated; if not, additional testing is needed only if vehicle performance is expected to have changed (improved sensor set, software etc).

Note: This is different to Euro NCAP's passenger car ratings, where a model receives a date-stamped rating which is not updated.

5.2.3 If a new van (using the same model name) is to be launched no later than 1st May, and it has not been possible to test and publish a result in time for the annual update, no rating will be published at the annual update and the website will inform consumers that the rating of the new vehicle is about to be published.

5.2.4 A manufacturer may request and sponsor testing to update the rating of the vehicle once before the next annual update. In this case, both results will be shown on the website with clear information provided to consumers about how to distinguish between the earlier and later specifications, until such time that the earlier specification is no longer offered in the EEA.

6. Appendix – Definitions

Model Range	All the variants (i.e. all body styles, engine and equipment grades) available across Europe under a common model name or designation
Model release date	The date set by the manufacturer at which a new vehicle is first being offered to consumers in any part of Europe.
Safety Equipment	That equipment which is overtly aimed at improving safety. It includes but is not necessarily limited to: Restraint systems, including head restraints, child restraints and anchorages; Knee and leg protection; Breakaway pedal arrangements; Pedestrian friendly devices (unless they are only required for particular engine compartment packages); Seat belt reminder systems, Safety marking/labels and switches. *Note: It does not include: Engine/transmission volume; Road wheel/tyre size, Sun roof, etc.*
Variant	A unique combination of body style, engine and equipment grade or specification.