

VEHICLE SELECTION, SPECIFICATION, TESTING & RETESTING PROTOCOL

v7.5.3

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PREFACE

During test preparation, vehicle manufacturers are encouraged to liaise with ANCAP and to observe the way the vehicle is set up for testing. Where a vehicle manufacturer feels that a particular aspect should be altered, they should raise this with the ANCAP assessor present at the test, or in writing to the ANCAP Chief Executive Officer if no assessor is present. ANCAP will consider the matter and at their sole discretion give direction to the test facility.

Vehicle manufacturers warrant not to, whether directly or indirectly, interfere with testing and are forbidden from making changes to any aspect that may influence the test, including but not limited to dummy positioning, vehicle setting, laboratory environment etc.

Illustrations in this protocol are reproduced from Euro NCAP publications, and therefore show Euro NCAP markings on left-hand-drive vehicles. Where relevant, the layouts depicted should be adapted to right-hand-drive application.

VERSION

VERSION	PUBLISHED	DETAILS
7.1	November 2017	First ANCAP version of protocol
7.2	No ANCAP version	
7.3	January 2020	Update for 2020 implementation
7.4	No ANCAP version	
7.4.1	July 2020	Changes to reflect delayed introduction of new protocols to 2023 (Table 1)
7.5	September 2021	New section: <ul style="list-style-type: none"> 4.4 Cab-chassis – new section to treat cab-chassis variants. Amendments to Appendix A Definitions: <ul style="list-style-type: none"> Refer to Application of Star Ratings for Model Name and Variant definitions.
7.5.1	April 2022	Amendments to Section 4.4 Cab-chassis Variants to reflect information to be included in technical report.
7.5.2	July 2022	Amendments to Section 7.3 Republication of Existing Ratings, paragraph 7.3.1 to provide more flexibility to republish valid Euro NCAP ratings.
7.5.3	May 2024	Amendments to: <ul style="list-style-type: none"> Update section 4.4 Cab-chassis Add section 4.5 Powertrain variants

DISCLAIMER

ANCAP has taken all reasonable care to ensure that the information published in this protocol is accurate and reflects the current technical decisions taken by the organisation. In the event this protocol contains an error or inaccuracy, ANCAP reserves the right to make corrections and determine the assessment and subsequent result of the affected requirement(s).

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AUSTRALASIAN NEW CAR ASSESSMENT PROGRAM (ANCAP)
VEHICLE SPECIFICATION, SPONSORSHIP, TESTING AND RETESTING
PROTOCOL

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1 Introduction

This protocol details ANCAP's procedures relating to the sponsorship, nomination and selection of models to be assessed by ANCAP, the specification of vehicles to be tested, their testing arrangements, the circumstances when re-testing is allowed and the rules of publication.

1.1 Definitions

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

'The market' refers to Australia and New Zealand.

2 The Assessment Year

The Assessment Year is defined as the calendar year in which the rating is first published by ANCAP or by Euro NCAP if the result is being republished (see Section 7.3).

3 Sponsorship and Model Nomination

Vehicle models to be included in ANCAP's assessment program are selected by ANCAP. Manufacturers or any third party may enter into agreements with ANCAP in nominating a model, however in all cases ANCAP will make the final determination of the models to be included in its assessment program. Where a manufacturer or third party wishes to nominate a model for testing, the nomination should be made as soon as possible and, ideally, no later than 1st of July in the year in which the rating is to be published. ANCAP cannot guarantee that model nominations received after 1 July will have testing scheduled and the rating published in the same Assessment Year.

A vehicle must be on sale in the same calendar year that the ANCAP star rating is awarded. 'On sale' means that cars must be at dealers in some parts of Australia and/or New Zealand before the end of the year, and these cars must be sellable i.e. customers should be able to buy the vehicles if they wish.

4 Specification of Test Vehicles

It is not always possible for ANCAP to rate all variants of a vehicle model available individually. The star rating is intended to cover the most popular variant(s) and represent the lowest safety specification at the same time. For this reason, the test variant of the model is derived from manufacturers' data that includes model range availability and safety equipment fitted in Australasia. The choice of test variant is independent from the sponsorship model. This section covers vehicle test specification for base rating and optional dual rating.

ANCAP reserves the right of final choice of test variant for vehicles included in its test program.

Note: ANCAP applies conditions for the assessment of model variants set out in the Application of Star Ratings protocol, whereby ratings can be extended to include additional variants within a model range, subject to the terms and conditions of the policy.

4.1 Basic Level Safety Equipment

- 4.1.1 The base test variant will have Basic Level Safety Equipment. The Basic Level Safety Equipment will comprise those items that are fitted as standard across the model range. Only safety equipment which is part of the Basic Level will be eligible for assessment and may contribute towards the scoring of the vehicle.
- 4.1.2 Notwithstanding paragraph 4.1.1, some protocols also consider equipment that does not qualify as Basic Level Safety Equipment. This might apply, for example, where optional equipment might compromise the ability of the vehicle to accommodate certain occupants in certain positions (e.g. optional front passenger airbag), or where optional equipment is relevant to a full assessment of the vehicle (e.g. optional third row seats). Details are given in individual protocols.
- 4.1.3 The Basic Level Safety Equipment will be determined as follows. The manufacturer will be asked to complete an Equipment Matrix template, which will be supplied by ANCAP. In the matrix, the manufacturer must identify all items of safety equipment available in the model range and state whether they are standard on all variants or optional on some.

Note 1: in identifying the Basic Level Safety Equipment, ANCAP may exempt certain low volume variants where the fitting of such safety equipment cannot be expected. For example, this might include low sales volume variants specially produced for motor sport or other special purposes.

Note 2: Delete options are not allowed. An item of safety equipment offered with a delete option anywhere in Australasia will be considered not to be standard equipment.

- 4.1.3.1 For new models, the data in the completed Equipment Matrix must be based on sales forecasts over the period of 1 year from the date of the publication of the rating result ANCAP will ask the manufacturer to confirm the projected fitment figures one year after publication and each subsequent year as long as the rating is valid (Annual review, see Application of Star Ratings protocol).
- 4.1.3.2 For models already on sale for one year or more, the data in the completed Equipment Matrix must be based on actual sales figures over the previous year. ANCAP will ask the manufacturer to confirm the fitment figures one year after publication and each subsequent year as long as the rating is valid (Annual review, see Application of Star Ratings protocol).

4.2 Test Variant

- 4.2.1 Regarding all non-safety related features and equipment of the vehicle, the test variant will be based on the best-selling variant in Australasia. However, if the exact specification of the best-selling variant is not readily available or cannot be acquired, ANCAP may test a variant with non-safety equipment other than the best-seller. In all cases, the safety equipment will be based

on the Basic Level Safety Equipment and the engine transmission and powertrain will be based on the best-seller.

- 4.2.2 The best-selling variant will be identified from the information supplied by the manufacturer or sales data. Where ANCAP chooses to test a particular, less common, variant such as “open-top” or “station wagon” the choice will be restricted to the best-selling variant of that type. Manufacturers can also sponsor such tests, provided that the vehicle model has already been rated without this constraint.

Note: Where a vehicle manufacturer can demonstrate that a rating for a model can be extended to such less common variants in accordance with the Application of Star Ratings protocol, official tests may not be required.

- 4.2.3 Where the best-selling variant is fitted with safety equipment above the Basic Level Safety Equipment, the choice of variant will be adjusted to obtain a Basic Level Safety Equipment specification variant. The aim will be to minimise the extent of the other changes to the vehicle’s specification.
- 4.2.3.1 This adjustment may be done with reference to limits and criteria set out within the Application of Star Rating protocol.
- 4.2.4 Where vehicles are tested by ANCAP, generally only RHD drive vehicles are eligible for testing. Where results may be used by Euro NCAP, manufacturers are asked to supply information about the performance of left-hand-drive variants. Note that in cases where results are to be shared between ANCAP and Euro NCAP, the information will be shared on a confidential basis.
- 4.2.5 Whiplash seats will be tested separately from the vehicle. The manufacturer will be required to supply ANCAP with details about the full range of seats available for that model of vehicle and of any differences between the driver and front passenger’s seats in the Basic Level vehicle that might influence Whiplash protection. ANCAP will choose whether to test the driver’s or front passenger’s seat. Where no significant differences exist, this will be on a random basis. Where there are differences, the seat considered least likely to offer good protection will be chosen. Manufacturers are allowed to sponsor the testing of other versions of their seats and the whiplash ratings of those seats will also be published.
- 4.2.6 If the vehicle manufacturer does not submit the Equipment Matrix, ANCAP will test the vehicles with the lowest specification that can be readily obtained in Australasia.

4.3 Optional Safety Equipment



If a vehicle has achieved a base rating of three stars or greater, it becomes eligible for an optional star rating showing the benefit of optional safety equipment. Regardless of the sponsor of the base safety rating, all activities required to establish the optional star rating will be paid for by the manufacturer. A request for an optional star rating can only be made by the manufacturer and must be made before test vehicle selection.

4.3.1 Safety Equipment

- 4.3.1.1 The assessment for the optional star rating may include those items of safety equipment for which ANCAP gives credit in the year of assessment (see Table 1 below) but which are not eligible for inclusion in the base rating because they are not fitted as standard to the model range.
- 4.3.1.2 No passive safety technologies (airbags, inflatable seatbelts, etc.) are eligible for assessment as optional equipment (i.e. for inclusion in Table 1 below).
- 4.3.1.3 ANCAP may over time add or update items on the list of eligible technologies and establish for each item on a case per case basis the duration for which inclusion in the optional pack will be

allowed.

Table 1.

		2020	2021	2022	2023	2024	2025
	Vulnerable Road User						
	AEB Pedestrian (CPTA, CPRA, ESS/AES only)	x	x	x	x	x	x
	AEB Cyclist (all scenarios, ESS/AES) AEB/LSS PTW	x	x	x	x	x	x
	Safety Assist						
	AEB C2C (CCRs,CCFtap,Crossing,ESS/AES only) OSM (Direct Driver Monitoring)	x	x	x	x	x	x

4.3.2 Safety Pack

4.3.2.1 The additional items of safety equipment must be combined in a ‘safety pack’. The ‘safety pack’ must:

- Include all of the technologies needed to achieve the targeted optional star rating. The minimum number of safety technologies included in a pack is one.
- Be available, at least as an option, on all variants in the model range, independent of engine, transmission, body style or trim-level (grade) and separately from any other option offered by the manufacturer, for:
 - both Australia and New Zealand.
- Not change in (rating relevant) content during the lifetime of the ANCAP star rating, other than when relevant technologies are made standard on all variants, or when equivalent performance can be achieved by a different technology (for example, a camera-based AEB system may be replaced by a radar + camera based system if its performance can be shown to be at least as good).

4.3.2.2 The safety pack may:

- Include only those items of safety equipment which are needed for the manufacturer to achieve the targeted optional rating.
- Include other items of equipment, not relevant to ANCAP’s rating, which the manufacturer sees fit to include in the safety pack for marketing or other purposes.
- Not be the only way in which the manufacturer sells safety technology relevant to the optional rating. The manufacturer may sell safety technologies individually or in other option packs. However, ANCAP will consider fitment rates of the safety pack only i.e. the fitment rates referred to in 4.3.3 refer to sales of the safety pack and not to individual safety items or technologies.
- Contain a sub-set of the technologies needed for the optional star rating, depending on country or region. For example, where all relevant technologies are fitted as standard to all variants there is no need for a safety pack; where one or more technology is standard on all variants, the safety pack may contain only those other technologies needed to achieve the optional rating.

4.3.3 Installation Rates

4.3.3.1 For a vehicle to be eligible for an optional star rating, the manufacturer must confirm that they expect that 25 percent (average percentage) of the cars sold in the first three years following publication of the optional rating will be equipped with the safety pack, either as standard equipment or as an option. In the second three years, the manufacturer confirms a fitment of 55 percent average. The rating expires after six years, as today.

- 4.3.3.2 Two years after the publication of the optional star rating, the manufacturer must contact ANCAP with sales data demonstrating that 25 percent of cars sold in the previous two years were equipped with the safety pack, either as standard equipment or as an option. Where the content of the safety pack differs between regions or countries, a check will be made that 25 percent of cars sold were simultaneously equipped, as standard or as an option, with all the technologies relevant to the optional star rating.
- 4.3.3.3 Five years after the publication of the optional star rating, the manufacturer must contact ANCAP with sales data demonstrating that 55 percent of cars sold in the previous two years were equipped with the safety pack, either as standard equipment or as an option. Where the content of the safety pack differs between regions or countries, a check will be made that 55 percent of cars sold were simultaneously equipped, as standard or as an option, with all the technologies relevant to the optional star rating.
- 4.3.3.4 Failure to contact ANCAP with the data required, or failure to meet the fitment rates identified in 4.3.3.2 and 4.3.3.3, will result in the following actions:
- A comment will immediately be added to the vehicle's web page on ANCAP's website to say that the manufacturer is not currently meeting its commitment to promote and sell the safety pack.
 - A period of one year will be given to the manufacturer to meet the fitment rates
- 4.3.3.5 If the two-year target is missed then three years after the release of the optional star rating 25 percent of cars sold over the first three years must have been equipped with the safety pack, either as standard equipment or as an option.
- 4.3.3.6 If the five-year target is missed then six years after the release of the optional star rating 55 percent of cars sold over the second three years must have been equipped with the safety pack, either as standard equipment or as an option.
- 4.3.3.7 Failure to meet the fitment rates identified in 4.3.3.5 or 4.3.3.6 will result in the optional star rating being removed from ANCAP's website and the manufacturer being precluded from making any further use of the optional rating for that specific model. ANCAP may exclude the manufacturer from making use of the dual rating for future assessments.
- 4.3.4 Test Variant
- 4.3.4.1 The variant tested for the optional star rating shall be the same as identified for the base star rating (section 4). This includes engine, transmission, body style and hand of drive.

4.4 Cab-chassis Variants

- 4.4.1 Cab-chassis variants are incomplete vehicles that require equipment, tray or body to make the vehicle complete. Incomplete vehicles are unrated.
- 4.4.2 The manufacturer may choose to offer equipment, tray or body which can be installed to cab-chassis variants to enable the same star rating as the tested (pick-up) variant. The manufacturer must request the variant (fitted with equipment, tray or body) be listed on the table of variants in the technical report.
- 4.4.3 To cater for fitting of both original equipment (OE) and aftermarket (non-OE) equipment, tray or body, ANCAP may include reference to the relevant manufacturer's instructions in the technical report for any listed cab-chassis variants. Only vehicles completed in accordance with manufacturer's instructions (e.g. body builders guidelines) will have the same ANCAP star ratings as the tested variant.
- 4.4.4 In some cases it may not be possible to fit the same safety equipment to a cab-chassis variant as other variants of that model (for example lack of bodywork at the rear may affect fitment of

rear mounted cameras or sensors).

- 4.4.5 It remains ANCAP's preference that all variants are covered by a single rating. However, in cases where omission of rear mounted equipment affects the star rating of cab-chassis variants, ANCAP may, at its discretion, publish a separate rating for the cab-chassis variants.
- 4.4.6 In such a case, the cab-chassis variants will not be considered as Basic Level Safety Equipment for other variants of the model. This treatment is limited to safety equipment that is directly affected by changes to the rear bodywork of the vehicle – if safety features in other parts of the vehicle are omitted then these will be considered as absent in the Basic Level Safety Equipment for all variants (and this may result in a reduced star rating for other variants).
- 4.4.7 A manufacturer that is seeking consideration under this provision must provide ANCAP with detailed information about the systems that are changed, and supporting information that the equipment cannot feasibly be fitted to cab-chassis variants.
- 4.4.8 If ANCAP exercises this discretion, ANCAP will note the existence of a separate rating for cab-chassis variants in the technical report, and will apply a unique model identification to differentiate it from the complete vehicle.

4.5 Powertrain Variants

- 4.5.1 Powertrain variants are vehicles marketed under the same make and model name, but with different powertrains (e.g., battery electric, hybrid electric, internal combustion (ICE), hydrogen, or otherwise).
- 4.5.2 In some cases, vehicle safety features that translate to differences in the star rating may be dependent on characteristics of the powertrain. This may make it difficult for an ANCAP star rating to be shared across different powertrain variants of the same model.
- 4.5.3 Where a manufacturer produces multiple powertrain variants of a model, ANCAP may, at its discretion, treat different powertrain variants as different models and rate separately. This may be done at the request of a manufacturer or at ANCAP's initiation.
- 4.5.4 This discretion will only be exercised when there are genuine differences in vehicle structure or features that affect safety performance between different powertrain variants.
- 4.5.5 On this basis, the different powertrain variants may carry a different ANCAP star rating, or may be unrated. The different powertrain variants may be assessed with different Basic Level Safety Equipment.
- 4.5.6 Where ANCAP chooses to treat powertrain variants as different models, the manufacturer will be notified accordingly prior to the publication of the rating(s).
- 4.5.7 Where a manufacturer provides evidence to the satisfaction of ANCAP that a powertrain variant can validly be covered by the same star rating as another powertrain variant (per requirements under Appendix 1 of the Application of Star Ratings Protocol) the variants will continue to be covered by a single rating.
- 4.5.8 If ANCAP exercises this discretion, ANCAP will note the existence of different powertrain variants in the technical report, and will apply a unique model identification to differentiate between powertrain variants.

Note: Petrol and diesel variants will not be considered as different powertrains to each other.

5 Vehicle Selection and Status of Test Vehicle

To ensure that the rating remains credible at all times, it is essential that all vehicles selected for testing are exactly the same as those vehicles offered for sale to consumers. Ideally this means that test vehicles are taken from the production line. Many times, however, this is conflicting with the manufactures' time line where ratings must be available at model release date and small adjustments to production are made during ramp up of production. The following provides guidance on these matters.

5.1 Status of Test Vehicle

5.1.1 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.

5.1.2 The method of procuring test vehicles of the correct specification will be chosen by ANCAP. The vehicles selected for testing must be:

- Fully type-approved (i.e. an Identification Plate Approval (IPA) should be available for the vehicles, if requested)
- From serial production.
- Capable of being legally sold, new or in the aftermarket, to the general public without modification
- Selected at random.

Note 1: For ANCAP testing, where a manufacturer provides test vehicles, the test vehicle must be selected by ANCAP from a list of VINs.

Note 2: New models are generally produced in small numbers during the early stages of production ("ramp-up"), leading to full-volume production within a few months. Vehicles from such early production phases are acceptable, so long as they comply with the requirements set out above.

5.1.3 At least three seats are required for Whiplash testing, which may be procured separately from the vehicle. Where unrealistically high charges or long lead times for the selected test seats are quoted by the manufacturer, ANCAP is given discretion to refrain from testing seats. In such cases, the Whiplash score will be set to zero.

5.1.4 The manufacturer may advise ANCAP that a vehicle scheduled for testing will have certain safety components changed prior to the expected publication date. Where this happens, the updated components may be retrofitted to the test vehicles, provided the following requirements are met:

- The components are installed to the same standard as used in production.
- The components are manufactured using production procedures. Prototype components are not allowed.
- Where the component has to be certified by an approval authority, such certification has been carried out.
- Once a vehicle has been tested, assessment and testing of modified components are subject to the requirements of section 6.2.

5.2 Fitment of Non-Standard Components

- 5.2.1 The fitment of prototype components, or any parts not fitted to mainstream production vehicles, is not allowed, whether safety related or not. Where non-standard or prototype components are thought to have been fitted to any of the vehicles tested (e.g. 'sample' or 'prototype' labels are found during inspection), the following will apply:
- 5.2.1.1 Selection using the VIN method will not be allowed for the next two vehicle models of the manufacturer concerned. Selection by other methods will be required (select from dealer stock, plant visit etc.) and will be done no sooner than 1-month after customers first take delivery of cars.
- 5.2.1.2 ANCAP may carry out an audit of the production plant to understand the cause of the anomalous parts or labels.
- 5.2.1.3 The manufacturer may be required to sponsor one or more audit tests. These will be repeats of at least one of the main impact tests using vehicles known to have come from mainstream production. The results of the tests will be compared with the original results. Guidance regarding audit testing and the use that is made of the results are given in section 5.2.2.
- 5.2.1.4 The star rating will not be published until the results of the audit test are known. If this delays publication of the rating to the following calendar year, the manufacturer will be required to sponsor any additional or repeat testing that may be needed to generate a valid rating for that following year.
- 5.2.1.5 Where the manufacturer does not agree to sponsor testing of the standard specification vehicle, its testing may be sponsored by ANCAP and the presence of prototype components will be published.
- 5.2.2 It is not possible to foresee every circumstance in which ANCAP may need to repeat tests in order to confirm results and vehicle ratings. The following is intended as a guide to when audit tests are likely to be required and the use that will be made of the results of those tests.
- 5.2.3 The need for an audit test depends on the method by which the original test vehicles were obtained. Where cars were originally selected from a list of VINs supplied by the manufacturer or selected in person from a limited number of pre-prepared cars, the need for an audit test will be considered high in any of the circumstances outlined in 5.2.1. Where cars were bought anonymously from dealers, the need for an audit test will be considered low. In other cases, consideration will be given to the methods used and the possibility of interference by the manufacturer with the test vehicles.
- 5.2.4 Audit tests may be required even if the labels found are not on safety-specific components. The presence of labels stating, for example, 'prototype' or 'sample' throws into question the production status of the vehicles, regardless of the specific components on which they are found. Where labels have been found on a safety-related component, an audit test may be required for the crash configuration to which that component relates (e.g. frontal impact tests where a label has been found on the driver's frontal airbag). However, it may also be necessary to perform audit tests in other configurations not directly related to the safety function of the labelled component if, for example, there is reason to question the broader production status of the original test vehicles.
- 5.2.5 Cars for audit testing will be obtained either
- From a dealer
 - From pre-built stock vehicles (e.g. at a distribution centre)
 - From a production line

All cars must be transported immediately to the test laboratory

- 5.2.6 Where possible, the test laboratory for the audit test shall be the same one used for the original tests.
- 5.2.7 Where an audit test has been performed, the results will be compared with those of the original tests. The following will apply:
- The original test results will be used if the audit test shows:
 - Scores for all adult body-regions and relevant child dynamic scores no poorer than 0.85 x original test result and
 - No differences in structural behaviour or safety equipment performance (such as door opening, incorrect airbag deployment etc.) from the original test.
 - It will be concluded that a non-production component was used in the original test and the results of the audit test will be published where the audit test shows:
 - A score for an adult body-region relevant to the suspect component (or the relevant child dynamic score) less than 0.85 x original test result and all other values are within 15% of the original or
 - Differences in relevant structural behaviour or relevant safety equipment performance (such as door opening, incorrect airbag deployment etc.) from the original test.
 - Where the score for an adult body-region relevant to the function of the suspect component (or the relevant child dynamic score) is within 85% of the original test result but an unrelated body region differs by more than 15%, or where a safety issue has been found which is or is not related to the original reason for the audit test, the requirements governing re-testing will be applied (section 6.2). Where a manufacturer does not comply with these rules, the result of the audit test will be published. Where a manufacturer chooses to improve the performance of the vehicle, publication of a result will be postponed until the modified vehicle can be tested and a valid rating established.

Note: The fitment of non-standard components is not the only reason for which audit tests may be conducted. Audit tests may be conducted on any make / model at any point in the life of a vehicle or its existing rating, as determined by ANCAP.

6 Testing, Retesting and Reassessment

6.1 Testing

- 6.1.1 ANCAP will be ultimately responsible for choosing the test laboratory for all vehicles. A vehicle will be tested at the laboratory chosen by the sponsor unless there are compelling reasons to do otherwise. Such reasons could include cost or operational factors influencing the timing of publication or over-use of a single laboratory by the same manufacturer.
- 6.1.2 All tests will be carried out according to the latest protocols published on ANCAP's website. The laboratory is responsible for accurate application of the protocols and keeping test equipment up to date.
- 6.1.3 Before each test, the laboratory must check that vehicles and other components scheduled for testing meet the vehicle test specification (see 4.2). Testing of vehicles that do not meet the test specification may invalidate the result and lead to retesting at the expense of the laboratory.

6.2 Retesting

- 6.2.1 In some cases, a retest may be requested by ANCAP, the laboratory or manufacturer. A re-test may be allowed under the following circumstances:
- 6.2.1.1 Where a test does not meet ANCAP Test Protocol requirements it will be repeated unless the failure does not materially affect the rating of the vehicle.
- 6.2.1.2 Modification and re-testing is allowed if an Unexpected or Undesired Vehicle Performance problem is identified at a ANCAP test carried out not later than four months from the time when public customers first take delivery of their vehicles. In such cases, all of the following conditions must be met for a re-test to be allowed:
- The manufacturer has identified deficiencies and can satisfy ANCAP inspectors that the proposed modifications will significantly improve safety.
 - The improvement will be incorporated in all production vehicles by the time ANCAP publishes its assessment of the vehicle.
 - By an official recall or by equivalent market action acceptable to ANCAP, the manufacturer makes provision to update all vehicles already in use in Australasia. This includes vehicles which have not been offered for sale to the public but have been provided on loan to the press, management etc. The recall must be specific to the identified problem and must be initiated by the time the assessment is published.
 - The results of the retested vehicles are available prior to the vehicle being first offered for sale in Australasia.
 - Publication of the vehicle's assessment is not delayed by more than 3 months.
 - The manufacturer funds all work related to the retest.

Note: Where there is a failure, or partial failure, of safety related equipment, ANCAP may withhold publication of the test results, pending investigation of the failure.

6.3 Reassessment

- 6.3.1 A vehicle model which has previously been rated may be reassessed under one or other of the following circumstances:
- 6.3.1.1 A manufacturer wishes to have the vehicle reassessed to reflect changes which have been

made to the performance of the vehicle. Reassessment in such circumstances is allowed if:

- The result of the vehicle has not been re-calculated in the same calendar year;
- The manufacturer can demonstrate that there has been a significant improvement to safety, either through better performance (e.g. improved knee protection or airbag response) or to fitment (e.g. standardisation of AEB or LSS)

6.3.1.2 A vehicle's original rating is no longer considered valid as a result of an annual or facelift review (see Application of Star Ratings protocol) or because the original rating is more than six years old. In such cases, the vehicle becomes eligible for reassessment by ANCAP.

Note: A vehicle model is not eligible for reassessment if, at all annual and facelift reviews, its original rating is considered valid for the current vehicle.

7 Publication of Results

7.1 General Guidelines

- 7.1.1 Under normal circumstances, once the vehicle has been tested and the data are available and verified, the results will be published by ANCAP. Manufacturers will not be able to propose further modifications leading to a retest and may not make use of the star rating, or make reference to it, until the result has been published by ANCAP.
- 7.1.2 The rating with the details of the test vehicle specification will be published as part of the normal release schedule on the date agreed with the sponsor. ANCAP will publish the base star rating (and optional star rating if available) and additional information (percentage scores, coloured men etc.) on its website.
- 7.1.3 An optional star rating must be published at the same time as the base star rating, using the protocols relevant to the assessments in the year of publication (i.e. both ratings must carry the 'date-stamp' of the year when the rating was done). This means that an optional star rating cannot be requested after the publication of a base star rating has occurred.
- 7.1.4 ANCAP will inform the vehicle manufacturer in advance of the target date for publication of the result on the website. This target date is generally no later than two months from the date of completion of testing and assessment.
- 7.1.5 Where a vehicle has been retested, the following applies:
- 7.1.5.1 The rating will, if possible, be published as originally intended. If the original release date cannot be met, the result will be published as soon as possible after the originally-intended launch date (but no more delayed than 3 months).
- 7.1.5.2 If all the above conditions are met and ANCAP is satisfied that no member of the public will receive a vehicle of the specification originally tested, ANCAP will not publish information about the problem identified or the manufacturer's actions. Where specific market action has been required by the manufacturer as part of the retest, ANCAP reserves the right to bring this to the attention of the consumer at the time of the publication of the result. ANCAP may comment on the actions taken to rectify the issue identified in the test.
- 7.1.6 Where a vehicle has been re-assessed, the following applies:
- 7.1.6.1 The rating will be published as part of the normal release schedule.
- 7.1.6.2 The result of a reassessment will be published alongside the original rating, with a build date identifying the first vehicle produced to which the new assessment applies. The original rating will identify, by means of a build date, the final vehicle to which it applied.
- 7.1.7 Where an audit test is required, the following applies:
- 7.1.7.1 A vehicle's rating will not be published until the results of the audit test (including inspection) are known and demonstrate good correlation with the original test results.
- 7.1.7.2 The rating will be based on the original test data and published as part of the normal release schedule if the results of the audit test demonstrate that the performance difference is acceptable.
- 7.1.7.3 If the differences between the results of the audit test differ unacceptably from the original results, ANCAP may require that all relevant tests are repeated on vehicles whose production status is certain, and publication of the rating will be delayed.
- 7.1.7.4 ANCAP reserves the right to publish information about the presence of non-standard or prototype components.
- 7.1.8 ANCAP will generally publish ratings when the vehicle becomes available to Australasian consumers, unless the model is already available in the market.

7.2 Recalculation

- 7.2.1 ANCAP gives manufacturers the exclusive right to update a vehicle's rating to a later assessment regime (year) than was originally applied, based on the original test data.
- 7.2.2 The following conditions apply for recalculation:
- 7.2.2.1 ANCAP's assessment scheme has changed with respect to the original rules under which the car was rated.
- 7.2.2.2 The safety performance of the vehicle to which the new rating applies has not changed compared to the original tested model.
- 7.2.2.3 The original test data are not older than 3 years.
- 7.2.2.4 The vehicle to which the new rating applies will be on sale for at least two more years.
- 7.2.3 The requirements (threshold, balance values etc.) applicable to the year of recalculation will be used to recalculate the result.
- 7.2.4 By requesting a recalculation, the manufacturer agrees to sponsor the required tests.
- 7.2.5 Re-calculation of a vehicle result will preclude a reassessment in the same year.
- If the vehicle has an optional star rating, both base and optional star rating must be recalculated. The original safety pack fitment requirements will continue to apply.
- 7.2.6 The deadline for request to recalculate a vehicle rating shall be December 1 of the preceding year, allowing time for ANCAP to schedule additional tests, if required.
- 7.2.7 The results of recalculations will be released at the first opportunity in the year.

7.3 Republication of Existing Ratings

- 7.3.1 Launch dates may vary by region and as a result it is possible for vehicle models to be tested in one region (e.g. Europe) before those models are offered as new in another (eg. Australasia). In these cases, ANCAP may republish an existing valid Euro NCAP rating, provided that each of the following conditions are met:
- a) The manufacturer demonstrates that the existing Euro NCAP star rating is also applicable to model variants in Australasia in accordance with the Application of Star Ratings protocol.
 - b) The rating in Europe is issued within 12 months of local market introduction¹ in Europe.
 - c) The rating is re-published in Australasia at the time of local market introduction.
 - d) The rating is from either the current or previous test and assessment protocol period.
- 7.3.2 Where a vehicle model meets the conditions of 7.3.1, the manufacturer may request Recalculation in accordance Section 7.2. Sections 7.2.6 and 7.2.7 will not be applied in these cases.
- 7.3.3 Where the Base Level Safety Equipment differs between markets, ANCAP may reassess the vehicle model based on the criteria of the Assessment Year (Section 2.) applicable to the original star rating.
- 7.3.4 Where the conditions of Section 7.3.1 are not met, the vehicle becomes eligible for assessment

¹ 'Local market introduction' means the date of first retail customer registration of the vehicle in the European/Australasian market.
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against the latest requirements.

Example 1:

ANCAP may republish the Euro NCAP rating for a model introduced into Australia or New Zealand in 2022 when the model has a valid Euro NCAP 2018, 2019, 2020 or 2021 rating.

Example 2:

ANCAP may republish the Euro NCAP rating for a model introduced into Australia or New Zealand in 2023 or 2024 when the model has a valid Euro NCAP 2020, 2021 or 2022 rating.

Appendix A - Definitions

Model Range	All the variants (i.e. all body styles, engine and equipment grades) available across Australasia under a common model name (refer to Application of Star Ratings Protocol for definition of Model Name)
Minimum Percentage	The lowest proportion of sales, expressed as a percentage, which an item of safety equipment must meet as standard equipment to be included as part of the Basic Level Safety Equipment.
Model release date	The date set by the manufacturer at which a new vehicle is first being offered to consumers in any part of Australasia.
Reassessment	A new assessment by ANCAP of a vehicle which has previously been rated but has undergone a significant safety update. The re-assessed rating is based on all requirements (Minimum Percentage for Basic Level Safety Equipment, threshold, balance values etc.) applicable at the time of reassessment. Depending on the changes made to the vehicle, it may not be necessary to repeat all aspects of the assessment. The results of a re-assessment are published alongside the original rating.
Recalculation	The updating of a vehicle's rating to a later assessment regime than was originally applied where the vehicle's safety performance has not changed. The recalculated rating is based on all requirements (Minimum Percentage for Basic Level Safety Equipment, threshold, balance values etc.) applicable at the time of recalculation. Additional tests may or may not be necessary, but the exercise utilizes results already obtained and applies the updated requirements to them.
Retest	A repeat of one or more parts of a vehicle's assessment which replaces the original result. The original invalid result is not published by ANCAP.
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. <i>Note: It does not include engine/transmission volume; Road wheel/tyre size, sun roof, etc.</i>
Variant	Refer to Application of Star Ratings Protocol.