



## ANCAP Transition to Alignment with Euro NCAP

October 2014

ANCAP is committed to continuing to raise the bar on vehicle safety - providing consumers with the best technology and safest cars available.



**ANCAP**  
Safety ★★★★★

Accept nothing less.

## Future Requirements

To encourage the early introduction of new vehicle safety features and advanced safety technologies - promoting continuous improvement in vehicle safety - ANCAP has been progressively raising the bar since its formation in 1992.

For example, in 2001 ANCAP introduced minimum performance requirements for its frontal offset and side impact tests to achieve a 5 star rating. In 2004, minimum head protection scores were also added. In 2008, electronic stability control (ESC) became a mandatory requirement - well ahead of regulation.

From 2011, the safety requirements across all star rating levels have [increased annually](#), and ANCAP continues to broaden its suite of physical crash tests and introduce performance testing of safety assist technologies (SAT).

**ANCAP is committed to continuing to raise the bar on vehicle safety.**

To achieve an ANCAP safety rating - of whichever star rating level - a vehicle must achieve minimum scores in each of the physical tests as well as meet minimum requirements for the inclusion of key safety features and SAT which can help prevent, or minimise the impact of, a crash.

The below table outlines the minimum requirements for each ANCAP safety rating level as they increase from 2015 through until 2017.

### ANCAP safety rating requirements

Rating Year	Minimum Frontal Offset Score (out of 16)	Minimum Side Impact Score (out of 16)	Minimum Pole Score (out of 2)	Minimum Combined Score* (out of 37)	Minimum Pedestrian Rating	Minimum Whiplash Rating	Mandatory SAT <sup>1</sup>	Minimum Additional SAT <sup>2</sup>
<b>Requirements for 5 star ANCAP safety rating</b>								
2015	12.5	12.5	1	32.5	Acceptable <sup>3</sup>	Good	ESC, 3PSB, HPT front seats, SBR front & 2nd row fixed seats, EBA	5
2016	12.5	12.5	1	32.5	Acceptable <sup>3</sup>	Good	Same as 2015	6
2017	12.5	12.5	1	32.5	Acceptable <sup>5</sup>	Good	2016 + TT <sup>6</sup>	6
<b>Requirements for 4 star ANCAP safety rating</b>								
2015	8.5	8.5	-	24.5	Acceptable <sup>3</sup>	Acceptable	ESC, 3PSB, HPT front seats, SBR front seats, EBA	3
2016	8.5	8.5	-	24.5	Acceptable <sup>3</sup>	Good	2015 + HPT 2nd row seats	4
2017	8.5	8.5	1	24.5	Acceptable <sup>5</sup>	Good	2016 + SBR 2nd row fixed seats, TT <sup>6</sup>	5
<b>Requirements for 3 star ANCAP safety rating</b>								
2015	4.5	4.5	-	16.5	-	-	ESC, 3PSB	2
2016	4.5	4.5	-	16.5	Marginal <sup>3</sup>	Acceptable	2015 + HPT front seats	3
2017	4.5	4.5	-	16.5	Acceptable <sup>5</sup>	Acceptable	2016 + SBR front seats, EBA, TT <sup>6</sup>	4
<b>Requirements for 2 star ANCAP safety rating</b>								
2015	1.5	1.5	-	8.5	-	-	ESC	1
2016	1.5	1.5	-	8.5	-	-	2015 + 3PSB	2
2017	1.5	1.5	-	8.5	Marginal	Acceptable	2016 + SBR front seats, HPT front seats, TT <sup>6</sup>	3
<b>Requirements for 1 star ANCAP safety rating</b>								
2015	-	-	-	0.5	-	-	-	-
2016	-	-	-	0.5	-	-	ESC	-
2017	-	-	-	0.5	Marginal	Acceptable	2016 + 3PSB, SBR front seats, TT <sup>6</sup>	2

Additional detail available [here](#).

### Advancements

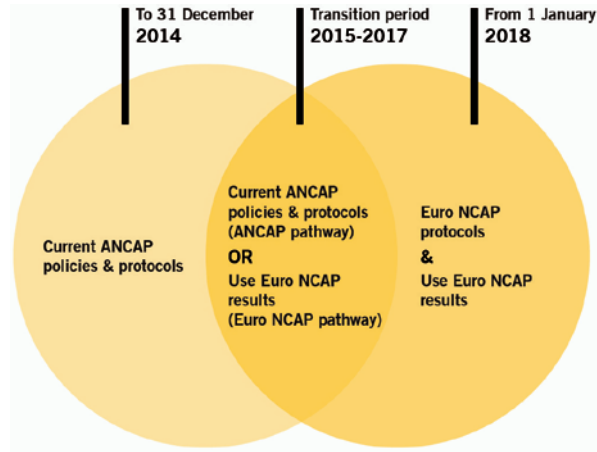
In recent years, the advancements made in vehicle safety have been significant. Previously, vehicle safety focussed on passive safety features such as airbags and seat belts but with the introduction of advanced safety assist technologies, the focus has now shifted to active collision avoidance technologies.

Manufacturers have developed a range of new SAT and these are now being included in a wide range of vehicles. New physical tests and SAT assessments have also been developed by New Car Assessment Programs (NCAPs) in other countries, providing consumers with a greater amount of information on the comparative level of safety provided by new vehicles as well as encouraging manufacturers to include such technologies and structural improvements.

As a result, in 2012 ANCAP's European-based sister organisation, Euro NCAP announced significant changes to its future test program. Further announcements were also made by Euro NCAP in 2014 looking at the period 2017 and beyond.

ANCAP's forward plan takes some of these changes and advancements into account. However given the rapid pace at which vehicle safety is moving and the need for NCAPs to acknowledge these advancements, ANCAP has adjusted its forward plan.

From 2015, ANCAP requirements will align more closely with Euro NCAP in order to provide consumers with the best technology and safest cars available.



As has occurred since 1999, ANCAP will continue to publish ANCAP safety ratings based on local tests and protocols as well as tests and protocols used by Euro NCAP. Previously, the safety ratings published by ANCAP based on Euro NCAP test data were determined following a process of re-assessment by ANCAP engineers. From 2015, this re-assessment will no longer occur with ANCAP safety ratings published as provided by Euro NCAP<sup>1</sup>.

The ANCAP safety ratings published based on Euro NCAP testing will incorporate additional safety information obtained through the conduct of new and updated physical crash tests, and performance testing of SAT including:

- Electronic stability control (ESC)
- Speed assist systems (SAS)
- Lane support systems (LSS)
- Autonomous emergency braking (AEB)

This broadened suite of tests will form part of ANCAP's overall test regime from 2018. The current Euro NCAP requirements that will be recognised by ANCAP during the Transition Period (2015-2017) are outlined below.

**Euro NCAP requirements<sup>2</sup>**

	2015		2016		2015		2016		2015		2016		2015		2016	
	2015		2016		2015		2016		2015		2016		2015		2016	
	Offset frontal impact	8	8	Dynamic tests (frontal)	16	16	Head impact	24	24	Seat belt reminder	3	3				
	Full-width frontal impact	8	8	Dynamic tests (side)	8	8	Leg impact	6	6	Speed assistance system	3	3				
	Side impact (MDB)	8	8	Installation of CRS	12	12	Upper leg impact	6	6	Electronic stability control	3	3				
	Side impact (pole)	8	8	Vehicle	13	13	AEB (pedestrian)	-	6	LDW / LKA	1	1				
	Whiplash (front)	2	2							AEB (interurban)	3	3				
	Whiplash (rear)	1	1													
	AEB (city)	3	3													
Maximum score (A)	38		38		49		49		36		42		13		13	
Normalised score (B)	actual score / (A)		actual score / (A)		actual score / (A)		actual score / (A)		actual score / (A)		actual score / (A)		2015	2016		
Weighting (C)	40%		40%		20%		20%		20%		20%		20%		Overall score (E)	
Weighted score (D)	(B) x (C)		(B) x (C)		(B) x (C)		(B) x (C)		(B) x (C)		(B) x (C)		Σ (D)			
Minimum normalised score (B) for the respective star rating													Min. overall score (E)			
★★★★★	80%	80%	75%	75%	65%	65%	70%	70%	75%	75%			75%	75%		
★★★★☆	70%	70%	60%	60%	50%	55%	60%	60%	65%	65%			65%	65%		
★★★☆☆	50%	50%	30%	30%	40%	40%	40%	40%	50%	50%			50%	50%		
★★☆☆☆	30%	30%	25%	25%	20%	20%	20%	20%	40%	40%			40%	40%		
★☆☆☆☆	20%	20%	15%	15%	10%	10%	10%	10%	30%	30%			30%	30%		

For further information on ANCAP protocols and policies [contact us](#).

<sup>1</sup> Where the Australasian vehicle is the same.

<sup>2</sup> Indicative only - refer to [www.euroncap.com](http://www.euroncap.com) for detailed requirements. Euro NCAP requirements for 2017 and beyond are yet to be published.