

Windscreen Replacement For VRU Testing

Crash Protection

Technical Bulletin CP 403

Implementation 1st January 2026

PREFACE

During the test preparation, vehicle manufacturers are encouraged to liaise with the laboratory and to check that they are satisfied with the way cars are set up for testing. Where a manufacturer feels that a particular item should be altered, they should ask the laboratory staff to make any necessary changes. Manufacturers are forbidden from making changes to any parameter that will influence the test, such as dummy positioning, vehicle setting, laboratory environment etc.

It is the responsibility of the test laboratory to ensure that any requested changes satisfy the requirements of Euro NCAP. Where a disagreement exists between the laboratory and manufacturer, the Euro NCAP secretariat should be informed immediately to pass final judgment. Where the laboratory staff suspect that a manufacturer has interfered with any of the set up, the manufacturer's representative should be warned that they are not allowed to do so themselves. They should also be informed that if another incident occurs, they will be asked to leave the test site.

Where there is a recurrence of the problem, the manufacturer's representative will be told to leave the test site and the Secretary General should be immediately informed. Any such incident may be reported by the Secretary General to the manufacturer and the person concerned may not be allowed to attend further Euro NCAP tests.

DISCLAIMER: Euro NCAP has taken all reasonable care to ensure that the information published in this protocol is accurate and reflects the technical decisions taken by the organisation. In the unlikely event that this protocol contains a typographical error or any other inaccuracy, Euro NCAP reserves the right to make corrections and determine the assessment and subsequent result of the affected requirement(s).

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1 INTRODUCTION

1.1 Background

During Euro NCAP headform impactor testing, it is often necessary for the windscreen to be replaced numerous times during the process. Unfortunately, it is not always possible to have a dedicated vehicle for VRU testing. In order to facilitate the testing schedule of both VRU impacts and the subsequent side or pole impacts, the Euro NCAP laboratories must be able to have vehicle ready for further tests within a matter of hours. This Technical Bulletin clarifies the procedure that should be followed by Euro NCAP's certified laboratories to repair the windscreen of a test vehicle.

1.2 Procedure

Under normal circumstances, the Euro NCAP laboratories will use a generic, quick curing windscreen bonding when replacing the broken screen. A generic, commercially available windscreen bonding, as used by windscreen replacement companies and repair centres, can be used. A list of OEM approved bonding compounds is available from insurance bodies. Alternatively, the vehicle manufacturer may provide its own 'quick curing' compound for use, as long as it is commonly available in Europe. In both cases, the windscreen bonding used and the allowed curing time must be identified in the test report.

If the vehicle manufacturer can demonstrate that the use of a particular bonding compound will affect the results of the tests, then the manufacturer should provide this information to the Secretariat and Test Laboratory well in advance of testing. The decision over the compound to be used will rest with the Secretariat.

In the event that long curing times are required, it may be necessary to extend the length of time allocated for testing. Any additional costs, including postponement of a side or pole impact test due to curing times, will be borne in full by the vehicle manufacturer.

The following list details OEM approved bonding compounds that can be used, but other equivalent compounds may also be used. Euro NCAP does not endorse these, or any other such products, in any way.

SikaTack Drive (New Formulation) including quick dry booster

Teroson Terostat 9000 PL HMLC

Teroson Terostat 8596

Teroson Terostat 8597 HMLC

Teroson Terostat 8599 HMLC

Teroson Terostat 8630 2K HMLC

3M 08603/08616 PU Windscreen Adhesive

Betaseal 1702

Betaseal X1502