



Selection, Evaluation and Communication
“Gobar Grades”
December 2024 — December 2025

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1 Introduction

For 2025, Gobar NCRAP will assign grades to passenger cars for their rear seat belt reminders.

The motivation for grading seatbelt reminders stems from the fact that rear occupant detection is not required by either draft regulations planned for April 2025 [1] or consumer tests [2, 3]. Anecdotal evidence has shown that systems without this feature are often too benign or too annoying, the latter encouraging tampering.

2 Evaluation scope

M1-category vehicles with at least one rear seating row and belonging to the following categories may be selected for evaluation:

- vehicles fully homologated for sale in India and in serial production
- vehicles homologated outside India to ECE/FMVSS regulations and imported in limited units without local homologation

3 Reliability

3.1 Gathering vehicle information

Due to resource constraints, Gobar NCRAP must use an unreliable “best-effort” approach to obtaining information about a model, which may be decided on a case-by-case basis based on resources available for the model at the time of evaluation.

3.1.1 Information about vehicle equipment

Information about the vehicle’s *specification* across variants must be based on latest information about the specific model on the manufacturer’s India website or other official communications.

3.1.2 Information about vehicle behaviour

Information about the *behaviour* of the vehicle will be a “best effort” based on one or more of the following sources:

- A user handbook or other documentation on the manufacturer’s India website
- Physically assessing a dealer test-drive vehicle or a recently delivered vehicle
- An existing result for a closely related model:

- **corporate twin:** a model that Gobar NCRAP is reasonably satisfied differs only in brand, cosmetics of soft parts, and other minor changes
- **partner model:** a model that Gobar NCRAP is reasonably satisfied differs only in body style. Vehicles that differ in their rear seat configuration (e.g. captain seats or a third row) must be re-evaluated
- Information obtained in correspondence with the vehicle manufacturer:
 - communication handled through a PR or communications department is also acceptable
 - **comment policy:** under no circumstance will Gobar NCRAP offer the vehicle manufacturer editorial control over the result published; however, a courtesy preview of the results may be made available to the manufacturer ahead of publication, with the sole intention of mutual agreement on attribution of the information received
- A user handbook for an international model, where Gobar NCRAP is reasonably satisfied that the results can be expected to apply to the Indian-market version (e.g. CBU models)

3.2 Handling errors

Gobar NCRAP cannot foresee all eventualities, and errors are inevitable due to unreliable sources or continuous changes in vehicle specification. Evaluation results may be deleted from the website and social media, or edited after publication at Gobar NCRAP’s discretion, with or without notice to readers.

Gobar NCRAP will not assume liability for any damages occurring due to incorrect information being published.

4 Application of results

It is not practically possible to evaluate every variant of every vehicle on the market, as well as maintain the published result subsequently. Hence, each evaluation can be considered a “snapshot” of the car at the time of evaluation. The following is the *minimal spanning* information that can be used to identify a result:

- vehicle make and model
- variant evaluated
- date of evaluation

If the safety specification affecting the result differs across variants of a given model, more than one variant of a given model may be graded.

5 Evaluation criteria

5.1 Rear Seatbelt Reminders

Letter grade	Requirements
A	<p>For all rear seats, including a third row if available:</p> <p>a seat belt reminder satisfying:</p> <p>the second level audio and visual warnings must be activated when all of the following are satisfied:</p> <ul style="list-style-type: none"> - the seat is occupied - the OEM's choice of clause 2.2.4.1.1 — 2.2.4.1.3 of the AIS-145 Amd 6 (2023 draft) [1] is met - the belt is not fastened, regardless of whether it was unfastened during or before the trip <p>the second level warning must be discontinued when the seat is unoccupied</p>
B	<p>For both second row outboard seats but not all rear seats:</p> <p>a seat belt reminder satisfying:</p> <p>the second level audio and visual warnings must be activated when all of the following are satisfied:</p> <ul style="list-style-type: none"> - the seat is occupied - the OEM's choice of clause 2.2.4.1.1 — 2.2.4.1.3 of the AIS-145 Amd 6 (2023 draft) [1] is met - the belt is not fastened, regardless of whether it was unfastened during or before the trip <p>the second level warning must be discontinued when the seat is unoccupied</p>
C	<p>For at least both second row outboard seats:</p> <p>a seat belt reminder not meeting the requirements for A/B but satisfying:</p> <ul style="list-style-type: none"> - the second level audio warning must be activated when (but not necessarily only when) the seat is occupied and a belt changes status from fastened to unfastened, above <i>some</i> speed - the second level visual warning must be activated when (but not necessarily only when) a seat is occupied and its belt is not fastened
D	Does not meet the requirements for A , B or C

6 Communication guidelines

Different guidelines apply depending on the party communicating the result.

6.1 Communications from Gobar NCRAP

Gobar NCRAP results will be published online, on the Gobar NCRAP website and via social media. Each new result will be communicated as:

- A result page on the website, which includes:
 - the minimal spanning information identifying a result (make, model, variant, date) defined in Section 4
 - relevant details about the vehicle specification and behaviour
 - an appropriately attributed, un-edited CC BY or CC BY-SA image of the vehicle.
 - sources of information used in the evaluation
 - other comments
- A structured scorecard published on social media, which includes:
 - the minimal spanning information identifying a result (make, model, variant, date) defined in Section 4
 - relevant details about the vehicle specification and behaviour
- Optionally, a release notice, published as a blog post, email, and/or social media post, possibly including insights into the result beyond what can be displayed in a structured format.

6.2 Reporting on Gobar NCRAP results

Journalists, PR managers, or any other persons or organisations wishing to report on Gobar NCRAP results are kindly requested to respect the following guidelines:

- The following media are available on request:
 - publication-quality scorecards summarising each result
 - a short release notice
 - a structured data file containing the results

Media contact: gobarncrap@gmail.com
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- In any reference to a result, please accurately reproduce the latest vehicle **brand**, **model** and **evaluation date** published on the Gobar NCRAP results webpage. If multiple results have been published for different variants of a model, please also specify the **variant** being referred to.

References

- [1] Automotive Research Association of India (ARAI). AIS-145 and amendments, 2023. Accessed: 2024-11-28.
- [2] Global NCAP. Global ncap new market assessment protocol: Adult occupant protection july 2022, 2022. Accessed: 2024-11-28.
- [3] Euro NCAP. Euro ncap assessment protocol - safety assist v5.6, 2012. Accessed: 2024-11-28.