

**Ministry of Transportation and  
Communications**

**Taiwan New Car Assessment Program  
(TNCAP)**

**Second Version**

**1.4 Model Selection and Nomination,  
Sponsorship, Vehicle Specification, and Test  
Management Protocol**

V2.2  
Nov 2025

## TABLE OF CONTENTS

1.4.1 Definitions.....	3
1.4.2 Model Nomination and Sponsorship .....	4
1.4.3 Specification of Test Vehicles .....	6
1.4.4 Selection and Status of Test Vehicles.....	8
1.4.5 Testing, Retesting, and Reassessment.....	11
1.4.6 Publication of Results .....	13

## 1.4.1 Definitions

- 1.4.1.1 Model range: Refers to all variants that have obtained the Vehicle Safety Type Approval Certificate and share the same model name or Vehicle type series, including all body styles, engines, and equipment levels.
- 1.4.1.2 Model release date: The date on which a vehicle manufacturer first registers a new model for sale in Taiwan.
- 1.4.1.3 Reassessment: Domestic vehicle manufacturers and automobile distributors in Taiwan may apply to the TNCAP Executive Agency (hereinafter referred to as the “Executive Agency”) for a reassessment of a vehicle model that has already undergone assessment, following significant upgrades to its safety features. The reassessment shall follow the testing and assessment protocols applicable to the year of application. Depending on the changes made to the vehicle, it may not be necessary to repeat all aspects of the assessment.
- 1.4.1.4 Retest: Applying anew to the Executive Agency for one or more parts of a vehicle’s assessment, with the new test results replacing the previous ones.
- 1.4.1.5 Safety Equipment: Refers to devices or features installed in a vehicle to enhance its safety. This includes but is not limited to Restraint systems such as head restraints, child restraints, and anchorages, as well as Knee and leg protection, Breakaway pedal arrangements, Pedestrian protection devices pedestrian protection systems(adapted to specific engine bay configurations), Seatbelt reminder systems, and Safety marking/labels and switches. However, it does not include: Engine/transmission volume; Road wheel/tire size, Sun roof, etc.
- 1.4.1.6 Facelifted Model: Refers to a manufactured or imported vehicle that has undergone modifications and has received inspection and certification from the Ministry of Transportation and Communications (MOTC). These modifications may include changes to engine specifications (cylinder configuration, displacement, or fuel type), equipment grades or specifications (tire specifications, seating capacity, other active or passive safety equipments), body styles (sedan, station wagon, etc.), or drivetrain systems (front-wheel drive, rear-wheel drive, all-wheel drive). These specifications and systems are originally recorded in the Vehicle Safety Type Approval Certificate issued by the MOTC.
- 1.4.1.7 Model Discontinuation: Refers to the termination of manufacturing or importing a vehicle model due to factors such as domestic market demand, new regulatory requirements, or changes in sales strategy.
- 1.4.1.8 Assessment Year: Refers to the calendar year in which the rating is first published by TNCAP.

## 1.4.2 Model Nomination and Sponsorship

### 1.4.2.1 Assessment Types

1.4.2.1.1 The Executive Agency shall nominate vehicle models equipped with standard equipment for assessment based on the government's annual budget.

1.4.2.1.2 Vehicle manufacturers may apply to sponsor the following assessments for their respective models and must agree to cover all costs related to testing and the publication of results.

(1) Any commercially available variants within assessment model.

(2) For vehicle models included in the government-approved assessment list, the procedures set out in Section 1.4.2.4 may be applied. The timing of the rating result announcement may be adjusted in consultation with the Executive Agency; however, it shall not extend beyond the publication year approved by the MOTC.

1.4.2.1.3 The rating results for standard equipment models nominated under the government budget or for models sponsored by vehicle manufacturers apply only to the test variant and other variants that meet the requirements specified in 1.3.3.2.1. Manufacturers may also request to share star ratings with other variants from the Executive Agency in accordance with the provisions of 1.3.2 or 1.3.3 and shall be responsible for any associated costs.

### 1.4.2.2 Principles of Model Nomination

1.4.2.2.1 In Taiwan, all M1 category vehicles sold by automobile manufacturers or distributors that have obtained a Vehicle Safety Type Approval Certificate are eligible for nomination by the Executive Agency.

1.4.2.2.2 For assessments of standard equipment models funded under the government budget, the Executive Agency shall compile statistics on the previous year's registration numbers of new M1 category vehicles from automobile manufacturers and distributors by the end of February each year. Considering factors such as domestic market coverage, the Executive Agency will notify manufacturers to confirm details of commercially available models corresponding to the Vehicle Safety Type Approval Certificate. Subsequently, the Executive Agency will rank the new vehicle sales in descending order based on the compiled data.

1.4.2.2.3 Based on the ranking determined in the preceding paragraph, the Executive Agency shall confirm with vehicle manufacturers whether each model meets any of the following eligibility criteria for assessment.

Models will be included in the assessment list based on the manufacturers' responses. If a listed model is sponsored by a manufacturer or deemed ineligible under the criteria below, the next model on the ranking list shall be nominated as a replacement. The Executive Agency may also adjust the assessment order based on the actual vehicle purchase schedule or operational needs.

(1) Model not previously assessed by TNCAP:

The model shall either be newly launched or significantly updated within the past two years. If not newly launched or updated within the past two years, the model shall still be available on the market during the period when the test vehicle is procured by the Executive Agency.

(2) Models already rated or undergoing TNCAP assessment:

If the manufacturer can demonstrate to the Executive Agency that the current base variant sold on the market corresponds to a previously published overall rating result or can share the original rating of a previously tested variant. In that case, the model may be exempted from inclusion in the statistical nomination list.

1.4.2.2.4 The Executive Agency plans to finalize the list of nominated models for assessment by the end of March, convene the TNCAP Working Group in April to confirm the nominations, and subsequently submit the list to the MOTC for approval. Additionally, the MOTC has the authority to prioritize specific models for assessment. Upon receiving the MOTC-approved list, the Executive Agency will notify manufacturers in sequence, requiring them to submit the equipment matrix and relevant testing information for the selected models within a specified timeframe. Failure to submit the required documentation by the deadline will result in the Executive Agency and Technical Service proceeding with testing and assessment according to this protocol, and the results will be published accordingly. Furthermore, if a test model undergoes a facelift before the required documentation is submitted, the Executive Agency may include the facelifted version in the assessment scope; otherwise, the assessment will be conducted on the current variants.

1.4.2.2.5 For the assessment of both standard equipment models funded under the government budget and manufacturers-sponsored models, the Executive Agency shall procure the test vehicles in accordance with Section 1.4.4.1. Testing schedules may be arranged by the Executive Agency based on operational requirements.

### 1.4.2.3 Assessment of Standard Equipment Models Nominated Under the Government Budget

1.4.2.3.1 When a standard equipment model is nominated under the government budget and a manufacturer-sponsored model has identical basic safety equipment, or when a manufacturer wishes to sponsor a model already nominated by the government, the manufacturer shall be giving the first right of sponsorship. However, once the formal sponsorship agreement is confirmed, it may not be withdrawn. The Executive Agency may supplement other models in priority order from the assessment list of vehicle models approved by the MOTC.

1.4.2.3.2 Standard equipment models nominated by the Executive Agency must complete the assessment within the timeframe set by the MOTC.

### 1.4.2.4 Manufacturer Sponsored Models

1.4.2.4.1 Manufacturers may apply to sponsor a model for assessment. However, the model must first have obtain a valid Vehicle Safety Type Approval Certificate.

1.4.2.4.2 Vehicle manufacturers wishing to sponsor models for assessment must submit an application to the Executive Agency for approval. Upon approval, rating shall be completed within the timeline and in accordance with the protocols applicable to the year of application. If the rating and publication cannot be completed within that year, the rating shall be conducted in accordance with the version of the protocols applicable to the following year.

### 1.4.2.5 Research Testing

1.4.2.5.1 Manufacturers may apply to the Executive Agency to conduct research testing at their own expense, following TNCAP protocols 2.1 to 3.15. They may adjust the testing content based on these protocols or utilize TNCAP testing facilities funded by the MOTC for research purposes. The vehicle models involved in such research are not limited to those sold in Taiwan. Once the application is accepted, the Executive Agency will schedule the testing base on the availability of the Technical Service.

1.4.2.5.2 Manufacturers must provide test vehicles and consumable parts within the timeframe specified by the Executive Agency. The results of such tests do not hold any TNCAP star rating validity, and neither the Executive Agency nor the Technical Service shall disclose the results to the public.

## 1.4.3 Specification of Test Vehicles

The standard equipment model refers to the variants equipped with basic safety

features. Upon receiving notification of assessment from the Executive Agency, manufacturers must submit the equipment matrix for the test model within the specified timeframe, along with the corresponding names of commercially available variants, for the Executive Agency to select the appropriate test variant.

#### 1.4.3.1 Principles for Selecting Variants with Basic Safety Equipment for Testing

1.4.3.1.1 Manufacturers must complete the equipment matrix provided by the Executive Agency and supply information on corresponding commercially available variants within the model range. The Executive Agency will select the test variant equipped with basic safety equipment from the equipment matrix and model range. However, if the manufacturer fails to submit the equipment matrix or if the Executive Agency is unable to procure the specific variant with basic safety equipment in the market, it may select a variant with lower safety features than other variants for assessment.

1.4.3.1.2 Other special-purpose variants may be exempted from TNCAP assessment with approval by the Executive Agency and the TNCAP Working Group.

1.4.3.1.3 Basic safety equipment must not include optional safety features.

1.4.3.1.4 However, if the optional equipment on test model 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).TNCAP may evaluate different variants with varying equipment levels. For instance, the manufacturer must provide at least one vehicle equipped with third-row seats to facilitate testing for seatbelt reminder systems, child restraint system installations, and rear seat whiplash protection.

1.4.3.1.5 If multiple variants within the model range are equipped with the basic safety equipment, the Executive Agency may select test vehicles from among those variants.

1.4.3.2 Whiplash seats will be tested separately from the vehicle. The manufacturer will be required to supply TNCAP 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. The Executive Agency 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. For manufacturer-

sponsored assessments, the manufacturer may designate the seating position with the weakest expected protection performance for the whiplash test. The Executive Agency shall determine and publish the applicable variant(s) for which the rating applies, based on the test results.

#### 1.4.3.3 Heavy Vehicles

1.4.3.1.1 A vehicle type may be defined as a ‘Heavy Vehicle’ if there exists within the model range at least one variant meeting all of the following criteria:

- (1) M1 category.
- (2) Maximum Mass (Gross Vehicle Weight) > 2500kg and <3500kg.
- (3) 8 or 9 seats, including the driver’s seat.
- (4) Derived from commercial vehicle.

TNCAP does not intend to assess vehicles primarily designed for commercial use, or vehicles for which the majority of variants have a gross vehicle weight exceeding 3500kg, even if the criteria set out above are met. In such cases, the manufacturer shall consult with the TNCAP whether the application of this protocol is appropriate.

1.4.3.3.2 For vehicles which fall into this category, the following table defines how ‘Base Safety Equipment’ is defined:

<b>Item of Safety Equipment</b>	<b>Criteria in order to be included in Base Safety Rating</b>
Frontal airbags	Standard on M1 (up to 3500kg) and at least optional on N1 excluding chassis cab variants of both categories
Seatbelt Reminder (rear SBR not applicable to N1)	
All other safety equipment	Standard on M1 only (up to 3500kg)

1.4.3.3.3 TNCAP selects Heavy Vehicle variants for assessment based on the following criteria. The manufacturer shall identify the M1 variant (excluding chassis cabs) which sells well than any other single M1 variant (excluding chassis cabs). The test vehicle shall be the variant which is nearest to the best seller having the following characteristics:

- (1) It must meet the criteria for base safety equipment variants as outlined in section 1.4.3.
- (2) The front seats shall consist of two individual seats, not bench seats.
- (3) It has eight or nine seats.

#### 1.4.4 Selection and Status of Test Vehicles

1.4.4.1 To ensure that the rating remains credible at all times, all vehicles selected for testing must be identical to those available for sale to consumers. The

Executive Agency shall purchase all test vehicles anonymously from the manufacturers' dealerships. Alternatively, upon request, manufacturers are required to provide the Executive Agency with a list of vehicle identification numbers (VINs) from the manufacturing plant, pre-delivery inspection (PDI) facility, or dealership inventory. The Executive Agency may use this list to randomly select and purchase test vehicles.

1.4.4.2 Vehicles shall be purchased in accordance with the provisions of the preceding clause and sealed by the Executive Agency prior to delivery to the Technical Service. The Technical Service shall store the test vehicles, verify their specifications and condition in coordination with the Executive Agency, and proceed with the scheduled testing.

1.4.4.3. Status of Test Vehicle

1.4.4.3.1 The specifications of the test vehicles must be consistent with those stated in the Vehicle Safety Type Approval Certificate for the corresponding vehicle models.

1.4.4.3.2 At least three seats are required for Whiplash testing, while the specific parts and quantities needed for pedestrian protection tests must be agreed upon and confirmed by the Technical Service in consultation with the vehicle manufacturer. The Executive Agency will then procure these parts directly from the dealership. However, seats for Whiplash testing and consumables for pedestrian protection testing may be procured separately from the test vehicles. If the manufacturer provides an unrealistically high quote or has excessively long lead times, the Executive Agency reserves the right to forgo the test, in which case the testing score will be set to zero

1.4.4.3.3 The manufacturer may inform TNCAP that certain safety components or software in a vehicle scheduled for testing will be changed prior to the expected publication date. In such cases, the updated components or software may be retrofitted to the test vehicles, provided the following conditions are met:

- (1) The components or software must be installed to the same standards used in series production.
- (2) The components or software must be manufactured using standard production procedures; prototype components are not permitted.
- (3) Where the component or software requires certification by an approval authority, such certification must have been completed.
- (4) Once a vehicle has been tested, the assessment and testing of modified components or software shall be subject to the

requirements of Section 1.4.5.2.

#### 1.4.4.4 Fitment of Non-Standard Components

1.4.4.4.1 The installation of prototype components, or parts not used in mainstream production vehicles is prohibited. If the Executive Agency or Technical Service discovers any non-standard or prototype components installed on a test vehicle (e.g., components marked as “sample” or “prototype” during inspection), the following measures shall apply:

1.4.4.4.1.1 The manufacturer will be prohibited from using the 20 VIN selection method for its next two vehicle model assessments. Instead, vehicle selection must be carried out using alternative methods, and only after at least one month has passed since the first customer deliveries.

1.4.4.4.1.2 The Executive Agency shall re-conduct at least one audit test using vehicles equipped with standard production components. These test vehicles shall be sourced from dealerships inventory, pre-built stock, or directly from the production lines. Once selected, the vehicles must be promptly transported to the Technical Service for the audit test. The results of which shall be used for official assessment purposes. The manufacturer shall bear all costs associated with the test vehicle and testing process. If the manufacturer refuses to cover associated expenses, the Executive Agency may cancel the test and assign a score of zero. In such cases, the Executive Agency shall notify the MOTC of the non-compliance due to the use of non-standard components in the assessed model.

1.4.4.4.1.3 The manufacturer is obligated to provide the Executive Agency with an explanation regarding the use in the assessed vehicles of non-standard components or parts not assembled on the production line, and they are prohibited from evading, refusing, or obstructing this requirement. Upon receipt of the manufacturer's explanation, the Executive Agency will initiate an investigation. If this investigation confirms the deliberate use of non-standard parts or parts not assembled on the production line, or identifies instances of refusal, evasion, or obstruction by the manufacturer during the investigation process, the Executive Agency will report the investigation findings to the MOTC for public announcement. Additionally, the Executive Agency may request the ministry to

undertake any necessary actions as deemed appropriate under the circumstances.

1.4.4.4.1.4 The rating results shall be published based on the audit test results specified in Section 1.4.4.4.1.2. If publication is delayed until the following calendar year, the assessed vehicle model must undergo testing and assessment in accordance with the protocols and standards applicable in that subsequent year. Any additional costs, including those for retesting, shall be borne by the manufacturer.

1.4.4.4.2 The fitment of non-standard components is not the sole reason for which audit tests may be conducted. Audit tests may be carried out on any make or model at any point during the vehicle's lifecycle or the validity of its existing rating, as determined by TNCAP.

## 1.4.5 Testing, Retesting, and Reassessment

### 1.4.5.1 Testing Management

1.4.5.1.1 The test vehicle shall be arranged for transport to the Technical Service by the Executive Agency, in accordance with the provisions of Section 1.4.4.2, for testing.

1.4.5.1.2 The Technical Service shall carry out the tests in accordance with the latest TNCAP protocols issued by the Executive Agency.

1.4.5.1.3 Prior to testing, the Technical Service must verify that the vehicles and components scheduled for testing conform the specifications outlined in Section 1.4.3.

1.4.5.1.4 If the Executive Agency or Technical Service identifies any non-compliance with TNCAP protocols during testing or assessment that may affect the rating results, the process shall be suspended. Testing and assessment shall resume only after the Executive Agency and Technical Service have confirmed that the issue has been resolved or appropriate alternative measures have been implemented. Any changes to the test schedule must be reported by the Technical Service to the Executive Agency at least one week in advance. The adjusted schedule shall be confirmed and approved by the Executive Agency.

1.4.5.1.5 The Technical Service must submit test data and issue test reports to the Executive Agency within 12 days of completing each test. All related records shall be retained for a minimum of six years. Except for electric vehicles, all tested vehicles shall be retained for at least six months following completion of testing.

1.4.5.1.6 Post-TNCAP rating vehicle handling procedures:

(1) Vehicles tested with government funding shall be exhibited, sold to

the public, or donated free of charge to police departments, fire departments, schools, research institutions, or other relevant agencies by the Executive Agency. However, if no buyers are found through the auction conducted by the Executive Agency, the vehicles may be scrapped or otherwise disposed of as appropriate.

(2) For manufacturer-sponsored model assessment, the tested vehicles must be retrieved by the vehicle manufacturer within one month after the rating results are announced. If the vehicle manufacturer fails to retrieve the vehicles within the specified timeframe, the Executive Agency may dispose of the vehicles in accordance with relevant provisions.

(3) The Executive Agency may consider requests to purchase test data or image materials following the release of the star rating. Additionally, for models sponsored by manufacturers for assessment or reassessment, the Executive Agency shall provide manufacturers with partial or full text and image data related to the sponsored test items after the star rating has been announced.

1.4.5.1.7 Any test data and image materials obtained by the applicant in accordance with provisions are strictly for internal use only. Without permission from the MOTC, the applicant shall not copy or distribute any materials in any form or by any means (including images, electronic or mechanical formats), including photocopying, audio or video recording, or transferring through any information storage device for sale or provision to third parties (including the applicant's dealers, agents, affiliated companies, or partners). Nor may the applicant publish or disclose such materials. If the applicant violates these terms and fails to rectify the situation within the deadline specified in a written notice from the Executive Agency, the Executive Agency shall report the non-compliant use to the MOTC for public announcement and may pursue legal liability against the individuals involved. If the applicant wishes to use the rating results or the TNCAP star-rating labels for commercial promotion, they must apply to the Executive Agency in accordance with the relevant provisions of the TNCAP operating guidelines and regulations.

#### 1.4.5.2 Retesting

1.4.5.2.1 A retest may be requested by the Executive Agency, the Technical Service, or the manufacturer under the following conditions:

1.4.5.2.1.1 Retesting is mandatory when non-compliance with TNCAP testing

protocols during the test that has an impact on the rating results. Responsibility for the non-compliance shall be determined through joint consultation among the Executive Agency, the Technical Service, and the manufacturer. The party found to be at fault shall bear all costs associated with the retest.

1.4.5.2.1.2 Within four months of the initial market deliveries of the vehicle, if unexpected or unacceptable vehicle safety issues arise during TNCAP testing, the manufacturer may undertake improvements and apply for retesting, provided the following conditions are met:

- (1) The manufacturer has identified the vehicle's deficiencies, proposed corrective countermeasures, and the Executive Agency has confirmed that these countermeasures effectively improve safety.
- (2) Upon announcement of the TNCAP rating results, all vehicles already produced must be included in a recall program to rectify the identified issues.
- (3) The manufacturer must implement recalls and corrections for vehicles in use in accordance with the "Regulations for Motor Vehicle Safety Investigation, Recall/Correction, Supervision and Management," or conduct quality improvement service projects as approved by the Executive Agency. The recall and rectification program must clearly specify the identified issues and be initiated before the release of the assessment results.
- (4) The manufacturer shall bear all costs associated with retesting.
- (5) If safety-related equipment malfunction occurs during testing, the Executive Agency may temporarily postpone the announcement of the rating results and investigate the cause.

1.4.5.3 Vehicle manufacturers may apply to sponsor reassessments to reflect changes made to the vehicle's performance. Applicants must submit supporting evidence of safety enhancements to the Executive Agency, such as improved knee protection, airbag response, or fitment of active safety systems. Upon approval from the Executive Agency, the reassessment may proceed.

#### 1.4.6 Publication of Results

1.4.6.1 Upon verification of the test data for government-funded or manufacturer-sponsored model assessments, the Executive Agency shall publish the test results. Manufacturers shall 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 TNCAP

- 1.4.6.2 Specifications of sponsored test vehicles will be published on a date agreed upon with the manufacturer and in compliance with TNCAP protocols. Nonetheless, the Executive Agency reserves the ultimate authority to decide the final announcement date. Furthermore, the TNCAP website is mandated to publish star rating results along with their applicable scope.
- 1.4.6.3 The Executive Agency will inform the vehicle manufacturer in advance of the target date for publication of the result on the website.
- 1.4.6.4 Where the vehicle manufacturer disputes the testing process or rating results, they may file an appeal with the Executive Agency, accompanied by relevant supporting documents, either during the testing phase or within 10 days after the rating results are published. The Executive Agency shall then examine the complaint and, if necessary, initiate an investigation in accordance with TNCAP protocols. The results will be communicated to the manufacturer.
- 1.4.6.5 Retesting applications for vehicle models must comply with the following provisions:
- 1.4.6.5.1 The Executive Agency shall publish the rating results according to the original schedule. If the original release date cannot be met, the result shall be published as soon as possible after the initially intended launch date, but no later than three months afterward.
- 1.4.6.5.2 Upon request by the Executive Agency, vehicle manufacturers must provide relevant documentation to confirm whether vehicles tested under the original specifications have been sold domestically. If not, following review and confirmation by the Executive Agency, the TNCAP website will not disclose the issues encountered during the original testing process or the corrective measures implemented by the manufacturer. Where specific market action has been required by the manufacturer a part of the retest, Executive Agency reserves the right to bring this to the attention of the consumer at the time of the publication of the result.
- 1.4.6.6 Reassessment applications for vehicle models must comply with the following provisions:
- 1.4.6.6.1 The rating results shall be published according to TNCAP protocols.
- 1.4.6.6.2 The results of the reassessment shall be presented alongside the previously disclosed assessment results on the TNCAP website, with a clear indication of the applicable range of VINs for the reassessed vehicles.
- 1.4.6.7 Carrying over rating results and using TNCAP star rating labels:

1.4.6.7.1 Before carrying over rating results or using the TNCAP star rating label, an application must be submitted to the Executive Agency, specifying the models and scope of authorized use. Upon review and approval, the following conditions shall apply:

- (1) Applicants must comply with to the protocols specified in Section 1.6 and adhere to the TNCAP star rating label format, rating results, and applicable scope as published by the Executive Agency. Modification of the star rating label content, misuse, dissemination of false or misleading information, rendering the label unidentifiable, or applying the label to unauthorized vehicle models without explicit approval from the Executive Agency is strictly prohibited.
- (2) The applicable scope of star ratings for variants shall be accurately disclosed to the public.
- (3) The usage fee for the star rating label must be paid for government-funded vehicle model assessment.
- (4) Vehicle models sponsored by the manufacturer for assessment that have completed all test items may use the star rating label free of charge. However, for assessments funded by the government or sponsored assessments that only partially of test items, a usage fee for the star rating label is required.

1.4.6.7.2 If the MOTC or the Executive Agency identifies any violations of Section 1.4.6.7 or other infringement of the trademark rights associated with the star rating label, the Executive Agency shall notify the manufacturer in writing and specify a deadline for corrective action. If the manufacturer fails to resolve the issue within the specified period, the MOTC will publicly disclose the non-compliance and initiate legal proceedings against the responsible parties in accordance with the ROC Criminal Code, Trademark Act, and other applicable legal provisions.

1.4.6.8 If a vehicle model that has been awarded a TNCAP rating undergoes an audit test and is found to no longer meet the criteria for its original star rating, the TNCAP website shall publish the VINs of the vehicles that remain within the valid scope of the updated star ratings.