

# ANCAP Safety Rating NISSAN JUKE (From 2012)



**ANCAP**  
Safety ★★★★★

## Test Vehicle(s).

Variant:	Nissan JUKE 1.6 Acenta LHD
Kerb Mass:	1172 kg
Built:	2011
Engine:	1.6 litre (HR16)
Category:	Small Car
Variant Applicability*:	Front-wheel-drive with H16 engine

**Note:** The left-hand-drive European JUKE was tested by Euro NCAP.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	13.69 (out of 16)	15.34 (out of 16)	2 (out of 2)	GOOD	MARGINAL	2 (out of 3)	33.03 (out of 37)	★★★★★

The Nissan JUKE was introduced in New Zealand in 2012 and Australia in 2013. This ANCAP safety rating applies to front-wheel drive variants with the 1.6 litre H16 petrol engine. Other variants, including those with the turbo-charged engine, are unrated.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to both front seats.

In the frontal offset crash test, driver chest protection was acceptable and leg protection was marginal. Passenger leg protection was also marginal. In the side impact crash test, driver chest protection was acceptable. Head protection in the side pole test was good.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.75 points
Upper legs:	2.00 points
Lower legs:	3.94 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

### Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	3.34 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Mostly good protection was provided for the driver in the side impact test. Chest protection was acceptable.

### Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

### Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Geometric test:	GOOD
Dynamic test:	GOOD
Overall whiplash rating:	GOOD

### Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact & Pole Driver



Whiplash



# ANCAP Safety Rating NISSAN JUKE (From 2012)



**ANCAP**  
Safety ★★★★★

## PEDESTRIAN PROTECTION

### Pedestrian Test.

**MARGINAL** - Scored 14.69 out of 36 points

Child head impacts: 9.34 points  
 Adult head impacts: 0.15 points  
 Upper leg impacts: 0.79 points  
 Lower leg impacts: 4.42 points

The bonnet provided good protection in most areas likely to be struck by a child's head, but was almost completely poor in those areas where an adult's head would hit. The front edge of the bonnet also offered poor protection in almost every area tested.



Nissan Juke

(Tested by Euro NCAP v5.3)

## SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X

S = Standard on all variants.  
 O = Optional on base variant. May be standard on higher variants.  
 V = Not available on base variant but standard or optional on higher variants.  
 X = Not available on any variant.



## INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.3)		Side impact test at 50 km/h (v5.3)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	407.98	331.81	17.00
Acceleration (g for 3ms)	46.60	45.82	13.80
<b>Neck</b>			
Shear (kN)	0.42	0.55	-
Tension (kN)	1.32	0.56	-
Extension (Nm)	8.41	8.40	-
<b>Chest</b>			
Acceleration (g for 3ms)			-
Compression (mm)	23.74	23.19	25.30
Viscous criterion (m/s)	0.06	0.07	0.19
<b>Abdomen</b>			
Force (kN)	-	-	0.68
<b>Pelvis</b>			
Force (kN)	-	-	1.22
<b>Upper legs</b>			
Femur force left (kN)	0.13	0.50	
Femur force right (kN)	0.09	0.20	
Knee displacement left (mm)	0.00	3.00	
Knee displacement right (mm)	0.10	0.50	
<b>Lower legs</b>			
Force left (kN)	1.58	2.09	
Force right (kN)	1.56	1.52	
Index (upper / lower) left	0.38 / 0.15	0.37 / 0.17	
Index (upper / lower) right	0.17 / 0.16	0.27 / 0.12	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	23mm
Downwards:	101mm
Sideways:	0mm

### Pedals

Clutch (rearwards):	12mm
Clutch (upwards):	2mm
A-Pillar (rearwards):	1mm

## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

Left knee hazard for driver:	1 point from upper leg score
Right knee hazard for driver:	2 points from upper leg score*
Left knee hazard for passenger:	2 points from upper leg score
Right knee hazard for passenger:	2 points from upper leg score*

\*Maximum deduction is 2 points from a body region

### Deductions from side impact test score

No deductions for side impact test.

### Deductions from pole test score

No deductions for pole test.

\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).

DOCUMENT REF: JUKE12  
REVISED: 14/10/2013

