

# Crash Test Results

## New Car Safety

**NISSAN NAVARA D40 Dual Cab\***  
From 2012 Dual airbags



Offset crash test at 64km/h



**ANCAP** Occupant Protection  
Rated ★★★★★

\* D40 Dual Cab 4x4 with 4 cylinder diesel engine

**Occupant Protection Score 27.50 out of 37**

Variant: Dual Cab 4X4 Eng: 2.5 diesel, manual

Kerb mass: 2040 kg Category: UTILITY

Vehicle built: 2011

### Model History and Safety Features

The tested model of Nissan Navara D40 was introduced in Australia in 2012. This ANCAP 4-star rating currently only applies to 4 cylinder diesel Dual Cab 4x4 variants built from late 2011<sup>#</sup>, when safety upgrades were introduced.

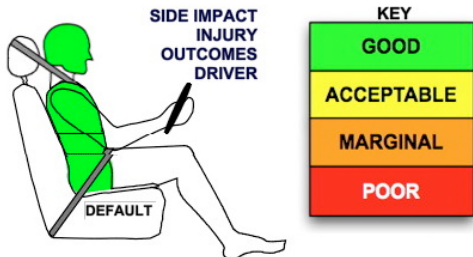
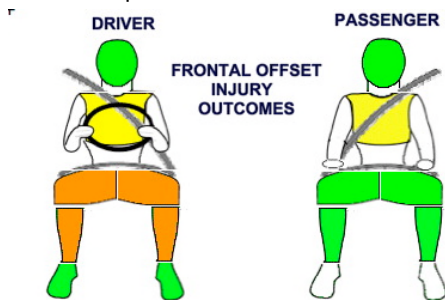
Dual front airbags, antilock brakes (ABS) and electronic stability control (ESC) are standard on the D40 Dual Cab. Electronic brake distribution (EBD), side airbags and head-protecting side curtains are optional and are recommended by ANCAP but do not change the star rating. An advanced seat belt reminder is fitted to the driver seat.

Pretensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

### OCCUPANT PROTECTION: 4 Stars

The Navara scored 10.50 out of 16 in the offset crash test. The passenger compartment held its shape well. Protection from serious leg injury was marginal for the driver.

The vehicle was awarded a default score of 16 out of 16 in the side impact crash test.



### Whiplash Protection



### FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4 pts, chest 2.94 pts, upper legs 2 pts, lower legs 1.56 pts.

The passenger compartment held its shape well in the offset crash test. The clutch pedal moved rearwards by 62 mm and upwards 3 mm. The steering wheel hub moved 17 mm rearward, 32 mm upward and 39 mm sideways. The front ("A") pillar moved 17 mm rearwards. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

The airbag cushioned the head of the driver and contact was stable. Steering column and ignition switch components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

### SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts.

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the Navara. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test. No pole test was conducted.

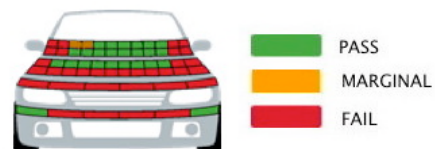
### PEDESTRIAN PROTECTION: Marginal<sup>@</sup>

The part of the bonnet surface most likely to be hit by an adult's head was rated predominantly good for the protection it offered. All other areas - bonnet surface likely to be hit by a child's head, the front edge of the bonnet and the bumper - were rated as predominantly poor.

PEDESTRIAN PROTECTION	Child head impacts	4.50
<b>MARGINAL</b>	Adult head impacts	7.71
	Upper leg impacts	Zero
	Lower leg impacts	2
	Total (out of 36)	14.21

Tested by Euro NCAP v4.1

<sup>@</sup> Based on tests to a previous protocol. Scores might vary under the latest test protocol.



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navara12.doc Rated: 2012

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**ANCAP**

Crash testing for safety

AUSTRALASIAN  
NEW CAR ASSESSMENT  
PROGRAM

# Vehicles with a VIN prefix of VSK built from November 2011 or a VIN prefix of NMT built from December 2011

# TECHNICAL DATA - NISSAN NAVARA D40 DUAL CAB 4X4 - From 2012

## INJURY MEASUREMENTS

Body region	Offset Crash Test at 64km/h (v5.1)		Side Impact Crash Test at 50km/h (v5.1)
	Driver	Passenger	Driver
Head HIC	432	267	Default score awarded
Acceleration (g for 3ms)	51.8	42.7	
Neck - Shear (kN)	0.35	0.33	
Tension (kN)	1.62	0.61	
Extension (Nm)	26.6	18.4	
Chest Accln (g for 3ms)	43.60	36.00	
Compression (mm)	29.40	24.20	
Viscous criterion (m/s)	0.11	0.07	
Abdomen - Force (kN)	-	-	
Pelvis - Force (kN)	-	-	
Upper legs Force (kN)			
Left	0.44	1.04	
Right	0.96	2.93	
Knee displ (mm)			
Left	0.09	4.60	
Right	0.32	5.53	
Lower legs Force (kN)			
Left	4.70	0.76	
Right	4.82	1.50	
Index (Upper/Low)			
Left	0.76 /0.95	0.25 /0.09	
Right	0.71 /0.66	0.38/0.3	

### Bonus points (maximum 5)

Pole Test: Not tested

Seat belt reminders: 1 (see table below for details)

### Modifiers - deductions from offset test scores

Head	No deduction
Chest	No deduction
Upper leg Variable & conc. loading	2 pt deduction Left & Right
Lower leg	No deduction
Foot score	Score 4 points

Note: Steering column and pedal movements are measured relative to the driver's seat.

### Modifiers - deductions from side impact test scores

Default score awarded

### Safety features (D40 Dual Cab 2012)

These specifications are subject to change. Please check with manufacturer for the latest specifications.

Driver airbag	S	Antilock (ABS) brakes / Electronic brake distribution / Brake Assist	S/O/O
Passenger front airbag	S	Electronic stability control (ESC, VSC, DSC, ESP, VSA)	S#
Side airbags, front seats - chest protection	S	3 point seat belt for all forward-facing seats	S
Side airbags, front seats - head protection	O √	Whiplash rating (RCAR protocol)	Poor
Side airbags, rear seats - head protection	O √	Intelligent seat belt reminder - driver	S
Driver knee airbag	X	Intelligent seat belt reminder - front passenger	X
Seat belt pretensioners (Front/rear outboard)	S/X	Intelligent seat belt reminder - rear seats	X

Key: √ = Fitted to vehicle that was crash tested (where not standard)

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

# ESC required by ANCAP for 4 star rating from 2012

