

# Crash Tests

## New Car Safety

### NISSAN PULSAR

2003 on

Dual front airbags

#### Overall Evaluation



#### Overall score

22.34 out of 37

Variant: 5DR HATCH

Eng: 1.8 litre.

Kerb weight: 1210kg

Category: SMALL CAR

Vehicles built: 1/04

#### Model History and Safety Features

The tested model of Nissan Pulsar, with a 1.8 litre engine, was introduced in 2003.

Dual front airbags and ABS brakes are standard equipment.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners 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 seat belt.

#### OVERALL EVALUATION : 3 Stars

The NISSAN PULSAR scored 7.96 out of 16 in the offset crash test. The passenger compartment held its shape reasonably well except for dash structure. Protection from serious chest and leg injury was marginal for the driver and foot protection was poor.

The vehicle scored 14.38 out of 16 in the side impact crash test. There was a moderate risk of serious chest injury for the driver.

#### FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 1.45pts, upper legs 2.51pts, lower legs zero pts.

The passenger compartment held its shape reasonably well excessive for dash structure. The front part of the driver's floor was pushed rearwards 165mm. The brake pedal moved rearwards by 274mm and upwards 83mm, relative to the driver's seat. The dash moved 139mm towards the driver and became partially detached from the driver's side of the vehicle. The steering wheel hub moved rearwards 88mm, upwards 34mm and sideways 38mm, relative to the driver's seat. The front ("A") pillar moved 71mm rearwards. The width of the driver's doorway shortened by 70mm. All doors remained closed during the crash. After the crash lock manipulation was required to open the driver's door.

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

#### SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 2.49pts, abdomen 3.97pts, pelvis 3.92pts.

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points.



Offset crash test at 64km/h

#### INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.0)		Side Impact Crash Test at 50km/h (v4.0)
	Driver	Passn	Driver
Head HIC	527	191	138
Acceleration (g for 3ms)	60.4	34.6	54.4
Neck - Shear (kN)	0.41	0.56	-
Tension (kN)	2.15	1.09	-
Extension (Nm)	26	18.6	-
Chest Accln (g for 3ms)	44.2	33.9	-
Compression (mm)	32.83	27.1	29.56
Viscous criterion (m/s)	0.14	0.13	0.38
Abdomen - Force (kN)	-	-	1.01
Pelvis - Force (kN)	-	-	3.06
Upper legs Force Left (kN)	3.41	0.52	
Right (kN)	2.16	2.55	
Knee displ (mm) Left	0.07	0	
Right	7.11	3.17	
Lower legs Force Left (kN)	1.78	3.19	
Right (kN)	1.63	1.91	
Index (Upper/Low) Left	0.44/0.85	0.28/0.5	
Right	0.37/0.9	0.23/0.24	

#### Bonus points (maximum 5)

Pole Test: Not eligible

Seat belt reminders: None

#### Modifiers for offset test scores

Head	No deduction
Chest	No deduction
Upper leg Conc. loading	1 pt deduction L & R
Drv	1 pt deduction R
Passn	0.69pt deduction
Lower leg Brake pedal upward	Score zero points
Foot score Brake pedal rearward	

#### Pedestrian rating

Not tested to latest protocol (version 4). The previous pedestrian results for the Pulsar, published in 2000, are not comparable with other results in this series.



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