

# ANCAP Safety Rating NISSAN PULSAR HATCH (From Dec 2013)



**ANCAP**  
Safety ★★★★★

Test Variant:	Nissan Pulsar ST sedan (tested)
Variant Applicability*:	Applies to all hatch 1.8 litre variants
Kerb Mass:	1260 kg
Vehicles Built:	2013
Engine:	1.8
Category:	SMALL CAR

ANCAP conducted crash tests of the Pulsar sedan and was provided with evidence that the Pulsar hatch has equivalent occupant and pedestrian protection.



Frontal offset test at 64 km/h (sedan tested by ANCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	12.93 (out of 16)	15.74 (out of 16)	2 (out of 2)	ACCEPTABLE	ACCEPTABLE	2 (out of 3)	32.67 (out of 37)	★★★★★

The tested model of Nissan Pulsar was introduced in Australia and New Zealand in 2013. This ANCAP safety rating applies to all hatch 1.8 litre variants built from December 2013.

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 offset crash test driver chest protection was acceptable and upper leg protection was marginal. Passenger chest and leg protection was acceptable. 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:	3.42 points
Upper legs:	2.00 points
Lower legs:	3.51 points

The passenger compartment held its shape reasonably well in the 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:	3.74 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Mostly good protection was provided for the driver in the side impact test. There was a slight risk of serious chest injury.

### 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:	Acceptable

### Injury Outcomes.



### Whiplash



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## PEDESTRIAN PROTECTION

### Pedestrian Test.

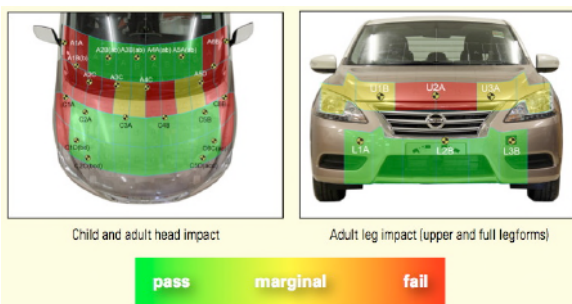
**ACCEPTABLE - Scored 22.77 out of 36 points**

Child head impacts: 10.00 points  
 Adult head impacts: 4.61 points  
 Upper leg impacts: 2.16 points  
 Lower leg impacts: 6.00 points

The Pulsar sedan provided good protection to the child head and adult leg areas. Performance could be improved on the base of the windscreen and the upper leg areas. (v5.3)



Nissan Pulsar hatch



## 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 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 (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	560.00	253.00	31.00
Acceleration (g for 3ms)	59.90	39.20	21.10
<b>Neck</b>			
Shear (kN)	0.71	0.50	-
Tension (kN)	1.59	0.68	-
Extension (Nm)	17.90	12.80	-
<b>Chest</b>			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	26.05	22.89	23.10
Viscous criterion (m/s)	0.10	0.10	0.15
<b>Abdomen</b>			
Force (kN)	-	-	0.76
<b>Pelvis</b>			
Force (kN)	-	-	1.92
<b>Upper legs</b>			
Femur force left (kN)	0.76	0.74	
Femur force right (kN)	0.20	1.79	
Knee displacement left (mm)	0.08	1.24	
Knee displacement right (mm)	0.19	3.68	
<b>Lower legs</b>			
Force left (kN)	2.74	1.37	
Force right (kN)	1.78	1.60	
Index (upper / lower) left	0.48 / 0.43	0.23 / 0.21	
Index (upper / lower) right	0.38 / 0.46	0.37 / 0.46	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	5mm
Upwards:	1mm
Sideways:	23mm

### Pedals

Clutch (rearwards):	85mm
Accelerator (upwards):	41mm
A-Pillar (rearwards):	40mm

## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

Left knee hazard for driver: 2 points from upper leg score  
Right knee hazard for driver: 2 points from upper leg score\*  
(\*Maximum deduction is 2 points from a body region)  
Note: Steering column and pedal movements are measured relative to the driver's seat.

### Deductions from side impact test score

Excessive backplate load: 0.04 point from chest score.

### 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)).

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