

ANCAP Safety Rating NISSAN XTRAIL (From Apr 2014)



ANCAP

Safety ★★★★★



Test Vehicle(s).

Test Variant:	1.6 diesel Acenta LHD
Kerb Mass:	1650 kg
Built:	2014
Engine:	

Category:	MEDIUM SUV
Variant Applicability*:	All variants

Note: The diesel left-hand-drive European model was tested by Euro NCAP. ANCAP was provided with information which showed that the Euro NCAP results apply to all Australasian variants.



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	14.68 (out of 16)	16.00 (out of 16)	2.00 (out of 2)	GOOD	ACCEPTABLE	2.6 (out of 3)	35.28 (out of 37)	★★★★★

The tested model of Nissan X-Trail was introduced in Australia and New Zealand in 2014. This ANCAP safety rating applies to all variants.

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. Autonomous Emergency Braking (AEB) is available in Europe but is not available on any Australasian variants. Advanced seat belt reminders are fitted to the front and 2nd row seats. 3rd row seats, where fitted, do not have seat belt reminders or side curtains.

In the offset crash test driver chest and leg protection was acceptable, Passenger chest protection was also acceptable. The driver was well protected in the side impact crash and 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:	3.88 points
Upper legs:	4.00 points
Lower legs:	2.80 points

The passenger compartment held its shape 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:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

Good protection was provided for the driver in the side impact test. The side airbags performed well.

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 assessed to Euro NCAP Protocol

Geometric test:	Good
Dynamic test:	Good
Overall whiplash rating:	Good

Injury Outcomes.

Frontal Offset
Driver



Passenger



Side Impact & Pole
Driver



Whiplash



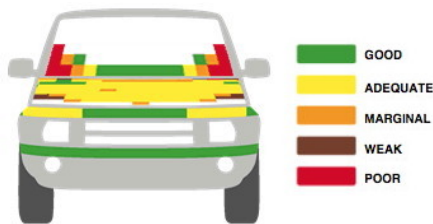
PEDESTRIAN PROTECTION

Pedestrian Test.

ACCEPTABLE - Scored 27.276 out of 36 points

Child & adult head impacts: 15.44 points
Upper leg impacts: 5.84 points
Lower leg impacts: 6.00 points

The X Trail scored maximum points for the protection its bumper offered to pedestrians' legs, with good results recorded at all test locations. The front edge of the bonnet offered good or adequate protection. The bonnet surface provided protection that was adequate in almost all areas tested with some poor results only on the stiff windscreen pillars. (Euro NCAP v7)



Nissan Xtrail

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
Side airbags (head protection) - 3rd row seats*	X
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	S
Intelligent seat belt reminder - 3rd 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)	E
Lane support system	V
Automatic headlights	S
Daytime running lights	S
Reversing collision avoidance	S
Hill launch assist	S
Blind spot monitoring	V

* 7 seat variants only

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.
E = Available in Europe but not available on any Australasian variant.



INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v6.0)		Side impact test at 50 km/h (v6.0)
	Driver	Passenger	Driver
Head			
HIC	273.00	272.00	9.00
Acceleration (g for 3ms)	39.50	39.10	16.70
Neck			
Shear (kN)	0.37	0.50	-
Tension (kN)	1.01	0.73	-
Extension (Nm)	20.20	8.30	-
Chest			
Acceleration (g for 3ms)	-	-	-
Compression (mm)	22.16	22.87	15.89
Viscous criterion (m/s)	0.06	0.10	0.07
Abdomen			
Force (kN)	-	-	0.63
Pelvis			
Force (kN)	-	-	1.44
Upper legs			
Femur force left (kN)	0.34	0.41	
Femur force right (kN)	1.08	0.04	
Knee displacement left (mm)	0.31	0.81	
Knee displacement right (mm)	0.21	0.91	
Lower legs			
Force left (kN)	1.43	1.92	
Force right (kN)	2.84	1.62	
Index (upper / lower) left	0.51 / 0.27	0.38 / 0.38	
Index (upper / lower) right	0.67 / 0.31	0.27 / 0.19	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	25mm
Upwards:	16mm
Sideways:	24mm

Pedals

Clutch (rearwards):	59mm
Accelerator (upwards):	15mm

A-Pillar (rearwards):	13mm
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SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for offset test

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).

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