

Nissan Qashqai

Nissan Qashqai 1.5dCi Acenta, LHD

2014 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Nissan Qashqai 1.5dCi Acenta, LHD
Body type	5 door hatchback
Year of publication	2014
Kerb weight	1388kg
VIN from which rating applies	applies to all Nissan Qashqais of the specification tested

SAFETY EQUIPMENT

Frontal airbags	Driver (single stage), Passenger (single stage)
Pre-tensioners	Driver (dual), Passenger (single)
Load-limiters	Driver, Passenger
Knee airbags	None
Side airbags	Head (front and rear), Thorax
Front head restraints	Passive
Passenger airbag switch	Manual switch
ISOFIX anchorages	Rear outboard seats
Integrated child restraint	None
Active Pedestrian Protection	None,
Seatbelt Reminder	Driver, Passenger, Rear
Electronic Stability Control	ESP, Standard, Manual Switch
Speed Assistance Systems	Driver-set speed limitation, Standard
Lane Support	Lane Departure Warning, Optional (meeting fitment requirements)
Autonomous Braking	Forward Emergency Braking, City and Inter-Urban (auto-brake and forward collision warning) system, Optional (meeting fitment requirements)
Other	Not applicable

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 34 pts | 88%

CRASH TEST PERFORMANCE

FRONT OFFSET

15,6 pts



Driver



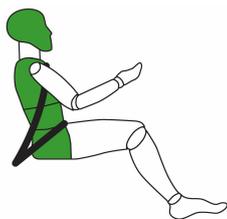
Passenger

SIDE CAR

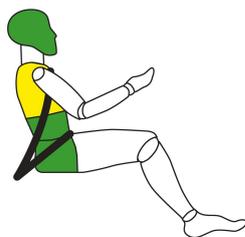
8 pts

SIDE POLE

7,7 pts



Side car



Side pole

WHIPLASH PROTECTION

FRONT, REAR SEATS

2,5 pts



Front seats



Rear seats

FRONT OFFSET

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	18mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	Clutch - 23mm
Upward pedal movement	Clutch - 1mm

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

HEAD RESTRAINT

Seat description	Standard cloth, 6 way manual
Head restraint type	Passive
Front geometric assessment	2 pts

TESTS

- High severity	1,9 pts
- Medium severity	2,3 pts
- Low severity	2,1 pts

AEB CITY

0 pts

System name	Forward Emergency Braking
Fitment	Optional (not meeting fitment requirements)



CHILD OCCUPANT

Total 41 pts | 83%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Maxi Cosi Cabriofix and EasyFix
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE **12 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Römer Duo Plus
Facing forward facing
Installation ISOFIX and TopTether



PERFORMANCE **10,8 pts**

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isofix

Safety features score **6 pts**
Installation check score **12 pts**

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 Isofix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

TEST RESULTS

SAFETY ASSIST

Total 10 pts | 79%

SPEED ASSISTANCE SYSTEM 1,7 pts

Standard	
Speed Information	Pass
Speed Assistance (manual)	Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP	Meets requirements
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SEATBELT REMINDER 3 pts

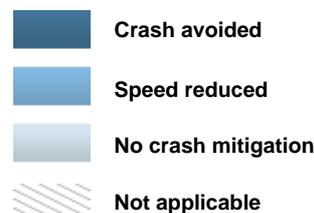
- driver and passenger	Pass
- rear	Pass

LANE SUPPORT SYSTEMS 1 pts

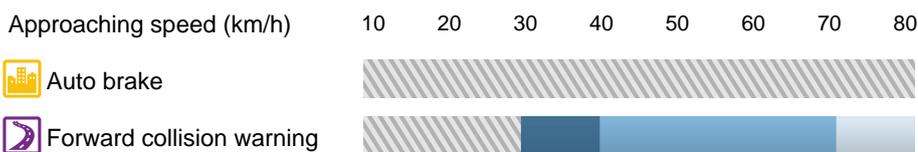
Optional (meeting fitment requirements)	
Lane Departure Warning	Meets requirements

AEB INTERURBAN SYSTEMS 1,7 pts

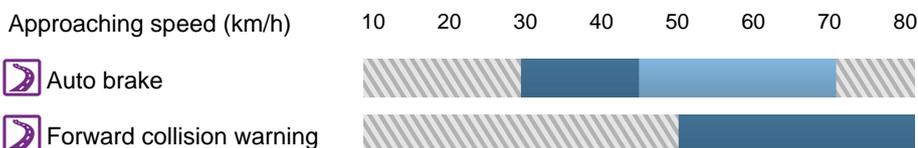
Forward Emergency Braking	Optional (meeting fitment requirements)
Human machine interface	Default On
Performance	Adequate



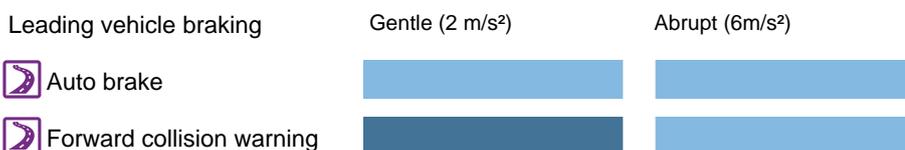
APPROACHING A STATIONARY VEHICLE



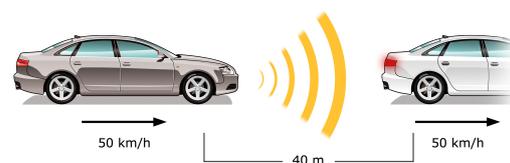
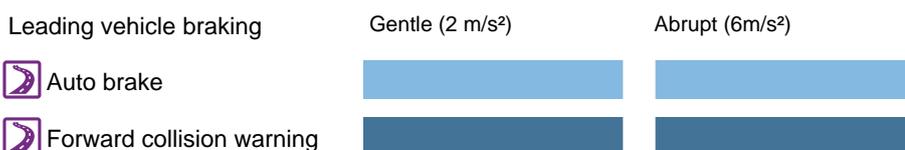
APPROACHING A SLOW MOVING VEHICLE



APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY



APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY



TEST RESULTS

PEDESTRIAN

Total 25 pts | 69%



HEAD	15,8 pts
PELVIS	3,1 pts
LEG	6 pts



COMMENTS

This assessment has been updated following submission by Nissan of data for the front passenger seat. This shows that both front seats share a similar geometry and the whiplash score has been increased.

Adult occupant

The passenger compartment of the Qashqai remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Nissan showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. The driver dummy scored maximum points, with good protection of all body regions. Likewise, maximum points were scored in the side barrier test with all parts of the body well protected. Even in the more severe side pole test, all body regions were well protected apart from the chest, protection of which was adequate. The front seats and head restraints provided good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated good protection against whiplash.

Child occupant

Based on readings from the child dummies used in the dynamic tests, the Qashqai scored maximum points for its protection of the 1½ year infant. Forward movement of the head of the 3 year dummy, sat in a forward-facing restraint, was not excessive and, in the side impact, both dummies were properly contained by their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The dangers of using a rearward-facing restraint in that seat without first disabling the airbag are clearly indicated inside the vehicle. All of the child restraints could be properly installed and accommodated in the car.

Pedestrian

The bumper scored maximum points for the protection provided to pedestrians' legs. The front edge of the bumper showed good results in test sites near the centre of the car but was predominantly poor in more outboard locations. The protection provided by the bonnet was predominantly good or adequate with some poor results recorded on the stiff windscreen pillars.

Safety assist

The Nissan Qashqai is equipped as standard with electronic stability control and seatbelt reminders for the front and rear seats. These systems met Euro NCAP's requirements. An autonomous emergency braking (AEB) system is optional and its high-speed, inter-urban functionality performed adequately. Low-speed AEB systems, which provide protection in towns and cities, must be fitted as standard to be assessed by Euro NCAP so this part of the system's functionality was not assessed. A lane departure warning system is also an option on the Qashqai and met Euro NCAP's requirements. An optional speed assistance also helps to ensure safe driving: a camera-based sign recognition system informs the driver of the current limit and a driver-set limiter can be used to ensure that the set speed is not exceeded.