

Nissan Pulsar

Nissan Pulsar 1.2 Acenta, LHD

2014



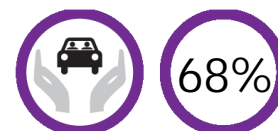
ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Nissan Pulsar 1.2 Acenta, LHD
Body type	5 door hatchback
Year of publication	2014
Kerb weight	1262kg
VIN from which rating applies	applies to all Pulsars 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 only)
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, Optional (meeting fitment requirements)
Lane Support	Lane departure warning, Optional (not meeting fitment requirements)
Autonomous Braking	Forward Emergency Braking, Inter-Urban (Auto-Brake and Forward Collision Warning) system, Optional (meeting fitment requirements)

Safety equipment is standard across the model range unless stated otherwise

ADULT OCCUPANT

Total 32 pts | 84%

CRASH TEST PERFORMANCE

FRONT OFFSET

14,4 pts



Driver



Passenger

SIDE CAR

7,9 pts

SIDE POLE

7,5 pts



Side car



Side pole

WHIPLASH PROTECTION

FRONT, REAR SEATS

2,2 pts



Front seats



Rear seats

FRONT OFFSET

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	15mm
Steering wheel rearward	none
Steering wheel upward	2mm
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	Accelerator - 14mm
Upward pedal movement	none

SIDE

Head protection airbag	Yes
Chest protection airbag	Yes

HEAD RESTRAINT

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Front geometric assessment	0,8 pts

TESTS

- High severity	2,5 pts
- Medium severity	2,5 pts
- Low severity	2,4 pts

AEB CITY

0 pts

System name	Not applicable
Fitment	Optional (not meeting fitment requirements)



CHILD OCCUPANT

Total 40 pts | 81%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Römer BabySafe + ISOFIX Base
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 **11,9 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 **4 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
Römer BabySafe + ISOFIX Base ()	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus ()	N/A	Exempt	Pass	Exempt	Pass	N/A	N/A	N/A

TEST RESULTS

SAFETY ASSIST

Total 9 pts | 68%

SPEED ASSISTANCE SYSTEM 1,3 pts

Optional (meeting fitment requirements)	
Speed Information	Not applicable
Speed Assistance (Manual)	Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP	Meets requirements
-------	--------------------

SEATBELT REMINDER 3 pts

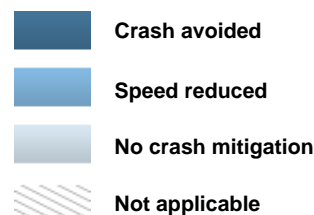
- driver and passenger	Pass
- rear	Pass

LANE SUPPORT SYSTEMS 0 pts

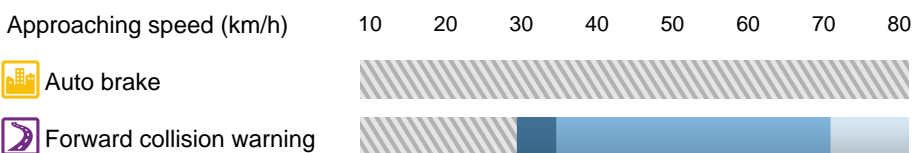
Optional (not meeting fitment requirements)	
Lane departure warning	

AEB INTERURBAN SYSTEMS 1,6 pts

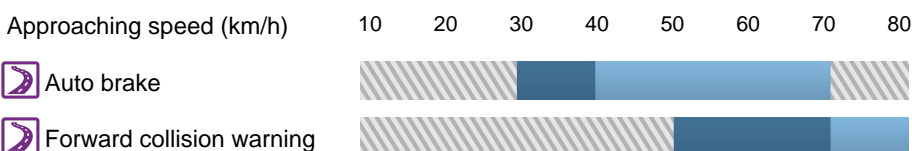
Forward Emergency Braking	Optional (meeting fitment requirements)
Human machine interface	Default On
Performance	



APPROACHING A STATIONARY VEHICLE

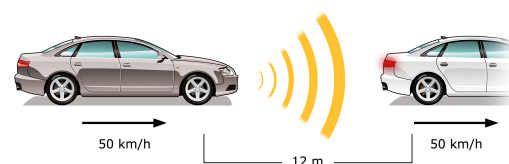


APPROACHING A SLOW MOVING VEHICLE



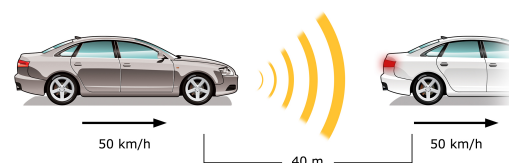
APPROACHING A BRAKING VEHICLE WITH SHORT HEADWAY

Leading vehicle braking	Gentle (2 m/s ²)	Abrupt (6m/s ²)
Auto brake (purple icon)	Speed reduced (medium blue)	Speed reduced (medium blue)
Forward collision warning (purple icon)	Crash avoided (dark blue)	Speed reduced (medium blue)



APPROACHING A BRAKING VEHICLE WITH LONG HEADWAY

Leading vehicle braking	Gentle (2 m/s ²)	Abrupt (6m/s ²)
Auto brake (purple icon)	Speed reduced (medium blue)	Speed reduced (medium blue)
Forward collision warning (purple icon)	Crash avoided (dark blue)	Crash avoided (dark blue)



PEDESTRIAN

Total 27 pts | 75%



HEAD	15,8 pts
PELVIS	5,5 pts
LEG	6 pts



COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the legs and femurs of both 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. In the side barrier test, protection of all body regions was good except for the chest, protection of which was adequate. Even in the more severe side pole test, the chest was adequately protected and other body regions were well protected against injury. Assessment of the front seats indicated marginal protection against whiplash injury in the event of a rear-end collision while a geometric assessment of the rear seats indicated good protection.

Child occupant

The Pulsar scored maximum points for its protection of the 1½ dummy in the dynamic tests. Forward movement of the head of the 3 year dummy, sat in a forward facing restraint, was not excessive although tensile forces in the neck were marginally high. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with the vehicle interior. The front passenger airbag can be disabled, allowing a rearward facing restraint to be used in that seating position. However, the switch is deep inside the glove box and would not be obviously available to someone placing a child restraint in the passenger seat. Information provided to the driver regarding the status of the airbag was also not sufficiently clear and the system was not rewarded. All child restraints for which the car is designed could be properly installed and accommodated by the Pulsar.

Pedestrian

The bumper provided good protection to pedestrians' legs in all areas tested and scored maximum points. The front edge of the bonnet was also predominantly good. The surface of the bonnet was predominantly good or adequate with poor results recorded only on the stiff windscreen pillars.

Safety assist

The Pulsar has a standard-fit seatbelt reminder for the front and rear seats. Electronic stability control is also standard. An emergency braking system is available as an option but is expected to be fitted to most cars sold. As it is not standard equipment, its low-speed (City) functionality was not assessed but as it is expected to be fitted to most cars sold, its higher speed system was assessed and rated as adequate. A driver-set speed limiter is standard equipment and met Euro NCAP's requirements for systems of that type. A lane-support system is available as an option but was not assessed as it is unlikely to be fitted to most sales.