

2015





Adult Occupant



79%





Safety Assist

78%

Pedestrian



78%



68%

SPECIFICATION

Tested Model	Nissan NP300 Navara, 2.3 diesel, mid grade, LHD
Body Type	4 door double cab
Year Of Publication	2015
Kerb Weight	2045kg
VIN From Which Rating Applies	All NP300 Navaras
Class	Pick-up

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	_
Belt pretensioner	•	•	•
Belt loadlimiter	•	•	•
Knee airbag	•	×	_
SIDE CRASH PROTECTION			
Side head airbag	•	•	•
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	•
Integrated CRS	_	×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•	•	•

OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	×
AEB Inter-Urban	0
Speed Assistance System	•
Lane Assist System	×

The Safety Equipment includes those items relevant for the year of assessment

Fitted to test car as standard	Fitted to test car as option	— Not applicable	💢 Not available
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O Not fitted to test car but available as option





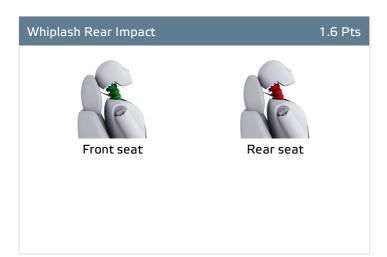
Total 30.2 Pts / 79%

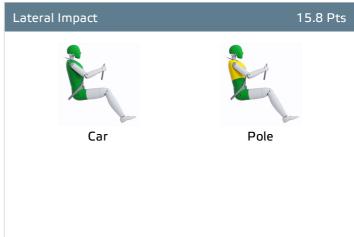
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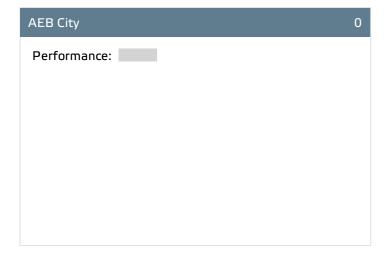




WEAK











Total 30.2 Pts / 79%

Comments on Adult Occupant

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees 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 full-width rigid barrier test, protection of the driver was good for the head, neck and the femurs/pelvis. However, dummy readings of chest compression indicated a marginal level of chest protection. For the rear passenger, chest protection was rated as poor, based on chest compression and seatbelt loads, with good or adequate protection of other critical body areas. The NP300 Navara scored full points in the side impact barrier test, with good protection of all body areas. In the more severe side pole impact, protection was also good except for the chest, protection of which was adequate. Tests on the front seats and head restraints showed that good protection would be provided against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor protection for the occupants of those seats. The NP300 Navara has an optional autonomous emergency braking system to provide additional whiplash protection at low speeds typical of city driving. As the system is not standard, its low-speed functionality did not qualify for assessment.



Total 38.4 Pts / 78%



Crash Test Performance 23.7 Pts





Safety Features 5 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	×	×
Integrated CRS	×	×	×

Fitted to test car as standard

O Not on test car but available as option

🗶 Not available

CRS Installation Check 9.8 Pts

Install without problem
 Safety critical problem
 Install with care
 Installation not allowed

Infants up to 13 kg











Total 38.4 Pts / 78%

Infants and toddlers up to 18 kg



Toddlers from 9 to 18 kg







Toddlers over 18 kg







Total 38.4 Pts / 78%

	Seat Position			
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Römer King Plus (Belt)	•	•	•	•
Römer Duo Plus (ISOFIX)	×	•	×	•
Römer KidFix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	•	•	×	•
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	×	•
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	×	•
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	×	•
Römer KidFix (ISOFIX)	•	•	×	•

Install without problem

install with care

safety critical problem

🗶 Installation not allowed

Comments on Child Occupant

The NP300 Navara scored maximum points for its protection of the 1½ year dummy in the full scale crash tests. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and protection was good apart from marginally elevated neck tensile forces. In the side barrier test, both dummies were properly contained within the protective shells of 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 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. Most of the child restraints for which the NP300 Navara has been designed could be correctly installed and accommodated. However, the top tether routing of the group 1 Universal ISOFIX restraint was not straightforward and there is insufficient space for the support leg of the group 0+/1 semi-universal restraint.





Total 28.1 Pts / 78%



Pedestrian Protection 28.1 Pts



Head Impact	16.1 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Comments on Pedestrian

The protection provided to pedestrians' legs and to the pelvic area was good, with maximum points scored in Euro NCAP's tests. The protection provided by the bonnet to the head of a struck pedestrian was adequate at almost all test points.





Speed Assistance 1.3 Pts

System Name	Speed limit
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	VDC Vehicle Dynamic Control	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	5.7%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	3.7%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.8 m	meets ECE requirements

Seat Belt Reminder 3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	•	•	•
Audible	•	•	•

Pass Fail — Not available

Lane Support 0 Pts





Total 9.0 Pts / 68%

AEB Interurban 1.6 Pts

Forward Collision Warning with Auto-Brake				
5 Km/h				
Default On				
5-200 Km/h	5-200 Km/h			
Autobrake Function Only	Driver reacts to warning			
_	Crash avoided up to 35km/h. Crash speed reduced up to 70km/h.			
Crash avoided up to 45km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 75km/h. Crash speed reduced up to 80km/h.			
LLOWING A CAR AT SHORT DISTANCE				
Mitigation	Avoidance			
Mitigation	Mitigation			
FOLLOWING A CAR AT LONG DISTANCE				
Mitigation	Avoidance			
Mitigation	Avoidance			
	5-200 Km/h Autobrake Function Only Crash avoided up to 45km/h. Crash speed reduced up to 70km/h. LLOWING A CAR AT SHORT DISTANCE Mitigation Mitigation LLOWING A CAR AT LONG DISTANCE Mitigation			

Comments on Safety Assist

The NP300 Navara has electronic stability control as standard, together with a seatbelt reminder for the front and rear seats. A driver-set speed limiter is also standard equipment, while the autonomous emergency braking system is an option that is expected to be fitted to sufficient vehicles for its inter-urban functionality to qualify for assessment and Euro NCAP's tests revealed adequate system performance. Lane assistance is not available on the NP300 Navara.