

Nissan Leaf

Nissan Leaf 80kW electric, RHD

2011



89%

ADULT OCCUPANT



83%

CHILD OCCUPANT



65%

PEDESTRIAN



84%

SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 89%

FRONTAL IMPACT

13,6 pts



Driver



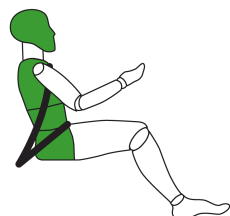
Passenger

SIDE IMPACT CAR

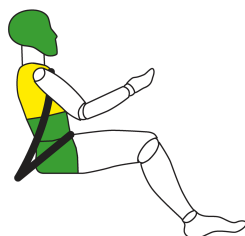
8 pts

SIDE IMPACT POLE

7,4 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,9 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 21mm

Steering wheel rearward none

Steering wheel upward 22mm

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard centre console; structures surrounding steering column

Concentrated loads on knees centre console; structures surrounding steering column

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement accelerator - 72mm

Upward pedal movement accelerator - 12mm

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Standard cloth, manual adjust

Head restraint type Passive

Geometric assessment -0,1 pts

TESTS

- High severity 2,9 pts

- Medium severity 2,7 pts

- Low severity 2,5 pts

CHILD OCCUPANT

Total 40 pts | 83%

18 MONTH OLD CHILD

Restraint Fair Bimbofix G 0/1S
Group 0/1
Facing rearward
Installation ISOFIX anchorages and top tether



PERFORMANCE **12 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 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 Britax Roemer Duo Plus
Group 0/1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE **11,4 pts**
 INSTRUCTIONS **4 pts**
 INSTALLATION **2 pts**

FRONTAL IMPACT

Head forward movement protected
 Head acceleration good
 Chest load fair

SIDE IMPACT

Head containment protected
 Head acceleration good

VEHICLE BASED ASSESSMENT

5 pts

Airbag warning Label

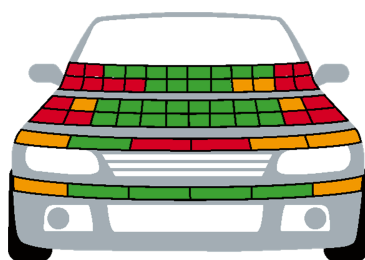
Text and pictogram warning label permanently attached to both sides of the passenger sun visor

PEDESTRIAN

Total 23 pts | 65%

SAFETY ASSIST

Total 6 pts | 84%



GOOD
 MARGINAL
 POOR

HEAD 15,2 pts
 PELVIS 3 pts
 LEG 5,1 pts

SPEED LIMITATION ASSISTANCE 0,9 pts

- active, standard Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- VDC Pass

Yaw rate ratio (1.00s) 20,50 %

Yaw rate ratio (1.75s) 2,08 %

Lateral displacement (1.07s) 3,21 m

SEATBELT REMINDER 2 pts

- driver Pass

- passenger Pass

- rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Nissan Leaf 80kW electric, RHD
Body type	5 door hatchback
Year of publication	2011
Kerb weight	1530kg
VIN from which rating applies	applies to all Leafs of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	
Speed Limitation Assistance	active
Electronic Stability Control	
Seatbelt Reminder	driver and front passenger seats

COMMENTS

Adult occupant

The passenger compartment of the Leaf remained stable in the frontal impact. The stiff centre console and structures surrounding the steering column posed a risk of injury to the knees and femurs of occupants of different sizes to the dummies used in the test, or to those sat in different positions. In the side barrier test the Leaf scored maximum points with all body regions being well protected. In the more severe side pole impact, protection of most body regions was good and that of the chest was adequate. The Leaf was tested with a live battery. No electrical hazards or problems were encountered during any of the impact tests. The protection provided by the front seats and head restraints against whiplash injuries in a rear impact was rated as marginal.

Child occupant

Based on dummy readings, the Leaf was awarded maximum points for its protection of the 18 month infant in the dynamic tests. The passenger airbag can be disabled to allow a rearward facing child restraint to be used in that seating position. However, information provided to the driver about the status of the airbag is not sufficiently clear. Permanently attached labels clearly warn of the dangers of using a rearward facing child seat in that seat without first having disabled the airbag.

Pedestrian

Protection provided by the bumper to pedestrians' legs was predominantly good. In most areas where a child's head might strike, the bonnet offered good protection. In those areas likely to be struck by an adult's head, protection was in most areas either good or marginal.

Safety assist

Electronic Stability Control is standard equipment and met Euro NCAP's test requirements. The driver and front passenger seats have a seatbelt reminder system as standard. A driver-set speed limitation device is also standard equipment.