



2018

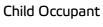




Adult Occupant



93%





86%

Vulnerable Road Users



71%



Safety Assist

71%

SPECIFICATION

Tested Model	Nissan LEAF 'Acenta', LHD
Body Type	- 5 door hatchback
Year Of Publication	2018
Kerb Weight	1545kg
VIN From Which Rating Applies	- SJNFAAZE10016713
Class	Small Family Car

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)	×
AEB Pedestrian	•
AEB Cyclist	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

Note: Other equipment may be available on the vehicle but was not considered in the test year.

Fitted to the vehicle as standard	Fitted to the vehicle as part of the safety pack
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O Not fitted to the test vehicle but available as option or as part of the safety pack X Not available — Not applicable





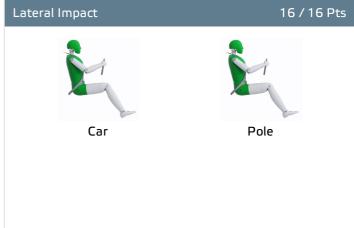
Total 35.4 Pts / 93%















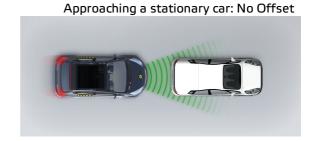
Total 35.4 Pts / 93%

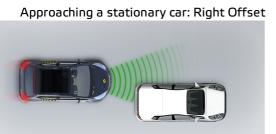
GOOD ADEQUATE MARGINAL WEAK POOR

AEB City

4 / 4 Pts











Total 35.4 Pts / 93%

Comments

The passenger compartment of the LEAF remained stable in the frontal offset test. Protection of the front passenger dummy was good for all critical body areas. Dummy readings indicated that the dummy head had made contact with part of the vehicle interior, suggesting that there was insufficient pressure in the airbag. Protection of the knees and femurs was good for both front dummies. Nissan showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid-barrier test, protection of the driver dummy was good but readings indicated that the force in the lap section of the seatbelt had dropped during the impact. Readings from the chest of the rear passenger dummy indicated marginal protection. In both the side barrier test and the more severe side pole impact, protection of all critical body regions was good and the LEAF scored maximum points in these tests. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The autonomous emergency braking system performed well in tests at the low speeds, typical of city driving, at which many whiplash injuries are caused.



Total 42.3 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

22.3 / 24 Pts





Restraint for 6 year old child: *Römer KidFix XP* Restraint for 10 year old child: *Nania Dream* **Safety Features**

8 / 12 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

12 / 13 Pts

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

i-Size CRS











Total 42.3 Pts / 86%

ISOFIX CRS







Römer KidFix XP (ISOFIX)



Universal Belted CRS







Version 070918



Römer KidFix XP (Belt)



Total 42.3 Pts / 86%

	Seat Position			
	Front		2nd row	
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	•	•		•
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	•	•		•
BeSafe iZ Kid X2 i-Size (iSize)	•	•		•
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	•	•		•
BeSafe iZ Kid X4 ISOfix (ISOFIX)	•	•		•
Römer Duo Plus (ISOFIX)	•	•		•
Römer KidFix XP (ISOFIX)	•	•		•
Maxi Cosi Cabriofix (Belt)	•	•	•	•
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	•
Römer King II LS (Belt)	•	•	•	•
Römer KidFix XP (Belt)	•	•	•	•

Install without problem

Install with care

Safety critical problem

🗶 Installation not allowed

Comments

In the frontal offset test, protection of both dummies was good apart from the neck of the 10-year dummy, protection of which was rated as weak owing to measured values of tensile forces. 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. All of the restraint types for which the LEAF is designed could be properly installed and accommodated in the car.





Total 34.2 Pts / 71%

6 Pts

6 Pts

GOOD	ADEQUATE	MARGINA	AL WEAK	POOR	
Pedestrian Impact	Protection				27.1 / 36 Pts
			Head Impact	1	15.1 Pts

Pelvis Impact

Leg Impact

Vulnerable Road Users	7.1 / 12 Pts
System Name	Intelligent Emergency Braking with Pedestrian and Cyclist Recognition
Туре	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly adequate, with some poor results recorded only on the stiff windscreen pillars. The protection provided to pedestrians' legs and pelvic region was good and the LEAF scored maximum points in these tests. Overall, the autonomous emergency braking system performed adequately in tests of its protection of vulnerable road users, with performance ranging from good to marginal in the individual test scenarios.



Total 34.2 Pts / 71%

AEB Pedestrian

Day time

Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



Night time

Adult crossing the road

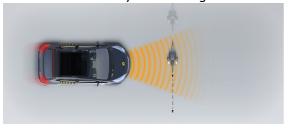


Adult along the roadside



AEB Cyclist

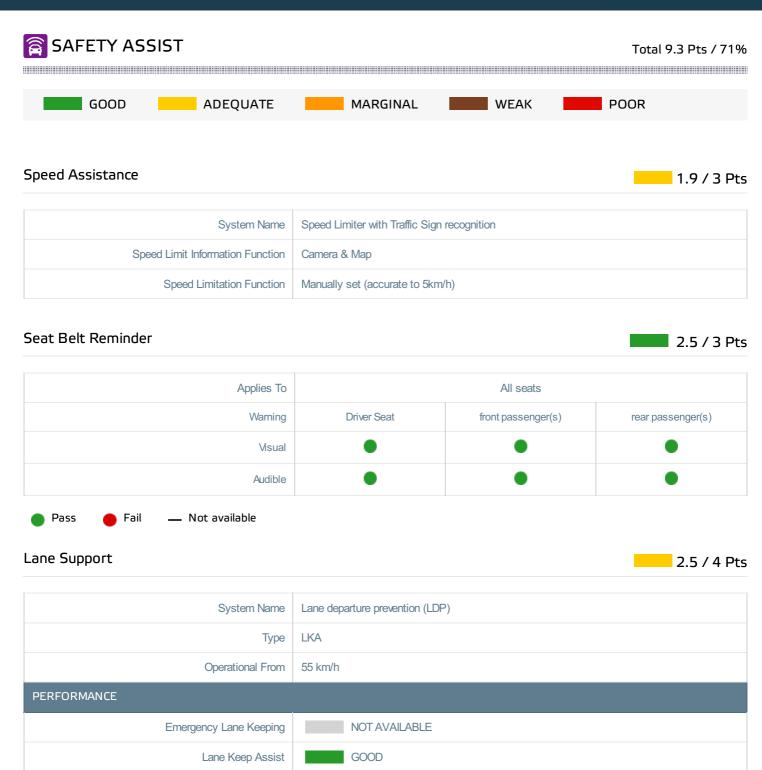




Cyclist along the roadside







GOOD

Human Machine Interface



Total 9.3 Pts / 71%

AEB Interurban

2.4 / 3 Pts

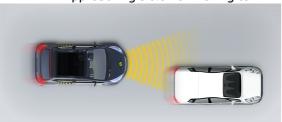
System Name	Intelligent Emergency Braking system
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	No supplementary warning or restraint activation

Comments

The LEAF has a seatbelt reminder system for the front and rear seats but missed out on full points as it lacks occupant detection in the rear seats. A standard-fit speed assistance system uses a camera and a digital map to inform the driver of the appropriate limit, allowing the speed limiter to be set appropriately. The lane support system also uses the camera to help the driver not to drift out of lane. This system needs to be activated by the driver and does not switch on by default at the start of a journey. The autonomous emergency braking system performed well overall in tests of its functionality at highway speeds, with good performance in most of the test scenarios.

Autobrake function only

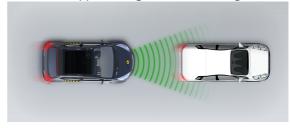
Approaching a slower moving car



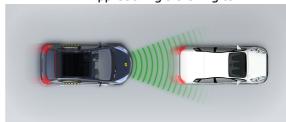
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

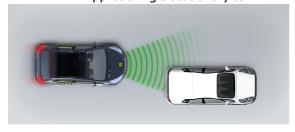




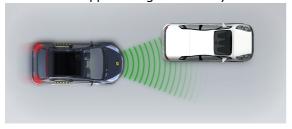
Total 9.3 Pts / 71%

Driver reacts to warning

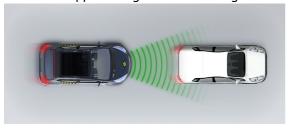
Approaching a stationary car



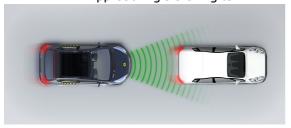
Approaching a stationary car



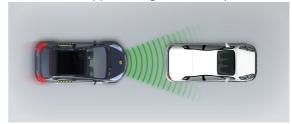
Approaching a slower moving car



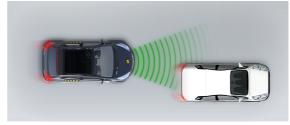
Approaching a braking car



Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2018	Rating Published	2018 * * * * *	✓