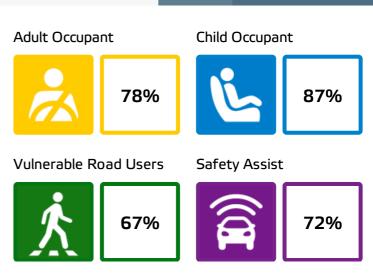
NISS





Nissan Townstar

Standard Safety Equipment



2021

SPECIFICATION

Tested Model	Renault Kangoo 1.3 Tce, LHD
Body Type	- 5 door MPV
Year Of Publication	2021
Kerb Weight	1531kg
VIN From Which Rating Applies	- all Townstars
Class	Small MPV

General comments

The Nissan Townstar is, in all ways related to safety, identical to the Renault Kangoo tested by Euro NCAP. Accordingly, the rating of the Kangoo, published in 2021, can be applied also to the Nissan Townstar.

Euro NCAP © Nissan Townstar July 2021 1/17



SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•		×
Belt pretensioner	•		×
Belt loadlimiter	•	•	٠
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•		٠
Side chest airbag	•		×
Side pelvis airbag	×	×	×
Centre Airbag	×	×	×
CHILD PROTECTION			
Isofix	_	0	٠
Integrated CRS		×	×
Airbag cut-off switch			_
SAFETY ASSIST			
Seat Belt Reminder	•	•	٠

OTHER SYSTEMS	
Active Bonnet	*
AEB Vulnerable Road Users	
AEB Pedestrian - Reverse	×
AEB Car-to-Car	
Speed Assistance	
Lane Assist System	

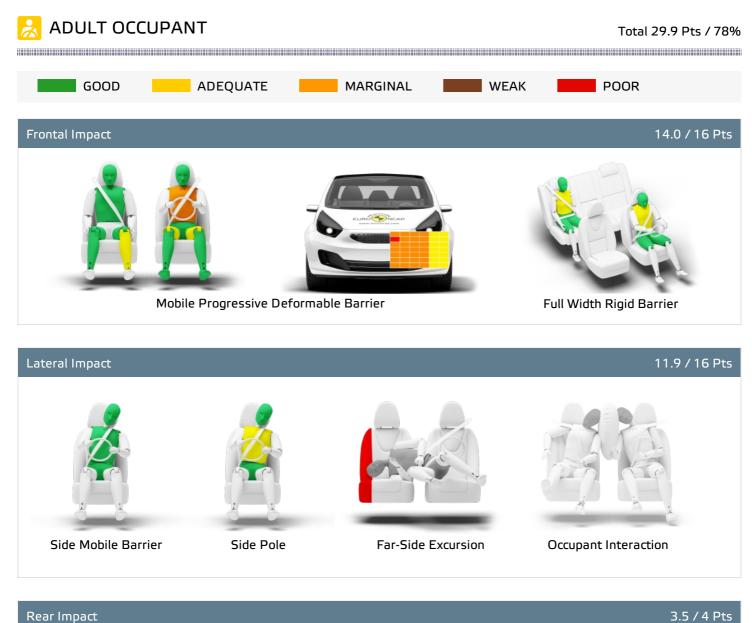
Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 O Fitted to the vehicle as part of the safety pack

O Not fitted to the test vehicle but available as option or as part of the safety pack

🗙 Not available 🧼 — Not applicable





Rear Impact



Rear Seat



Front Seat





Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings demonstrated good protection of the knees and femurs of the driver and passenger dummy. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver dummy's chest was rated as marginal, based on measurements of compression during the test. Analysis of the deformable impact barrier after the test, and of decelerations of the trolley during the test, indicated that the vehicle would be quite a benign crash partner in collisions with other vehicles. In the full-width rigid barrier impact, protection was rated as good or adequate for all critical body regions, for both the front driver and rear passenger. In the side barrier impact, protection was good for all critical body areas and the car scored maximum points. In the more severe side pole test, chest protection was adequate and that of other body regions was good. An assessment of dummy excursion (the extent to which the dummy moves to the opposite side of the car in an impact from the far side), demonstrated poor performance. There is no counter-measure for occupant to occupant impacts in a side impact. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection.







Restraint for 6 year old child: *Britax Römer Kidfix² R* Restraint for 10 year old child: *Britax Römer Kidfix² R*

Safety Features

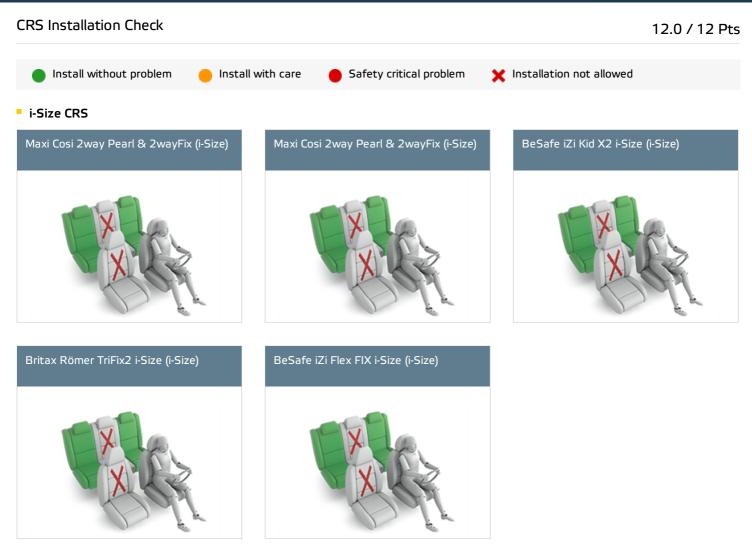
7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	0	•	×
i-Size	0	•	×
Integrated CRS	×	×	×
Fitted to test car as standard O Not on test car but available as option X I	Not available		

Euro NCAP © Nissan Townstar July 2021 5/17







ISOFIX CRS





🔄 CHILD OCCUPANT

Total 43 Pts / 87%

Universal Belted CRS



Cybex Solution Z i-Fix (Belt)



Maxi Cosi Cabriofix & Easyfix (Belt)









🐚 CHILD OCCUPANT

Total 43 Pts / 87%

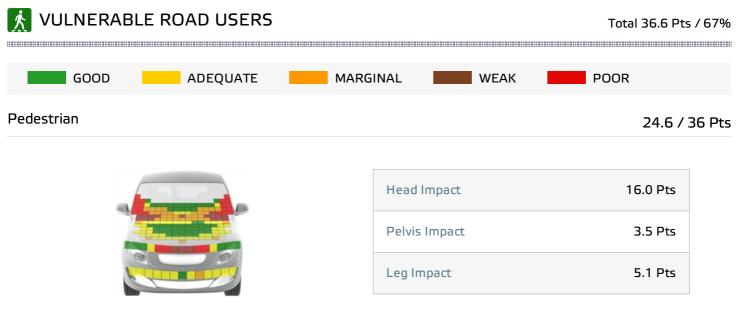
		Seat Position			
	Front	2nd row			
	PASSENGER	LEFT	CENTER	RIGHT	
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•	_		
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•			
BeSafe iZi Kid X2 i-Size (i-Size)	_	•			
Britax Römer TriFix2 i-Size (i-Size)	_	•		•	
BeSafe iZi Flex FIX i-Size (i-Size)	_	•			
BeSafe iZi Combi X4 ISOfix (ISOFIX)	_	•			
Cybex Solution Z i-Fix (ISOFIX)	_	•			
Maxi Cosi Cabriofix (Belt)	•	•	•		
Maxi Cosi Cabriofix & Easyfix (Belt)	•	•	•		
Britax Römer King II LS (Belt)	•	•	•		
Cybex Solution Zi-Fix (Belt)					

Not available

Comments

In both the frontal offset test and the side barrier impact, protection was rated as good for all critical body areas of both the 6 and 10 year dummies, and maximum points were scored in this part of the assessment. 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. Optional i-Size anchorages are available for the front passenger seat. All of the child restraints for which the vehicle is designed could be properly installed and accommodated in the car.





Vulnerable Road Users

12.1 / 18 Pts

System Name	Active Emergency Braking system
Туре	Auto-Brake with Forward Collision Warning
Operational From	8 km/h



🕺 VULNERABLE ROAD USERS

AEB Pedestrian

Total 36.6 Pts / 67%

4.6 / 9 Pts

Day time Vehicle reversing into standing pedestrian Pedestrian crossing a road into which a car is turning Image: Comparison of the standing pedestrian

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Child running from behind parked vehicles

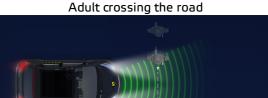


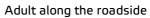


Adult along the roadside



Night time









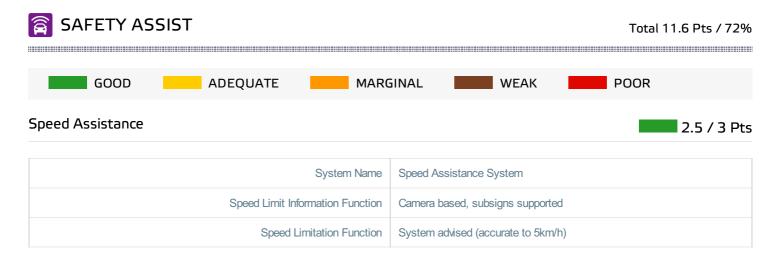
嫊 VULNERABLE ROAD USERS

Total 36.6 Pts / 67%

AEB Cyclist 7.5 / 9 Pts Cyclist from nearside, obstructed view Cyclist crossing Cyclist along the roadside Comments

The protection offers to the head of struck pedestrian was mostly good or adequate on the bonnet surface but was weak or poor along the base of the windscreen and on the stiff windscreen pillars. The bumper offered predominantly adequate protection to pedestrians' legs but protection of the pelvis area was mixed. The autonomous emergency braking (AEB) system detects vulnerable road users, as well as other vehicles. In tests of its response to pedestrians, the system performed adequately. In tests with a cyclist target, the system performed well, with collisions avoided or mitigated in most scenarios.





Occupant Status Monitoring

1.0 / 3 Pts

Applies To	Fi	ront and rear seats, including third	Irow
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	•
Audible	•	•	•
Occupant Detection	_	•	
Pass 🔴 Fail 🔔 Not available			
Driver Monitoring			0.0 / 1



🛜 SAFETY ASSIST

Total 11.6 Pts / 72%

Lane Support 2.8 / 4 Pts System Name Lane Keep Assist LKA and ELK Туре **Operational From** 70 km/h PERFORMANCE Emergency Lane Keeping ADEQUATE Lane Keep Assist GOOD Human Machine Interface GOOD

AEB Car-to-Car

5.4 / 6 Pts

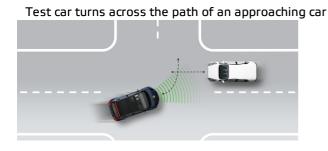
System Name	Active Emergency Braking System
Туре	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar





Total 11.6 Pts / 72%

Autobrake function only



Approaching a stationary car

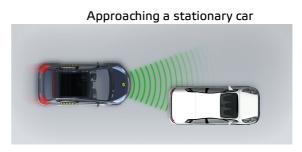


Approaching a slower moving car



Approaching a slower moving car

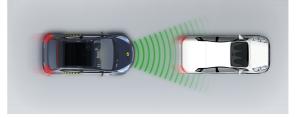




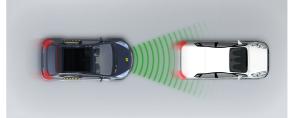
Approaching a stationary car



Approaching a slower moving car



Approaching a braking car

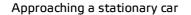






Total 11.6 Pts / 72%

Driver reacts to warning





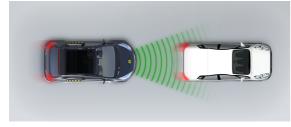
Approaching a stationary car

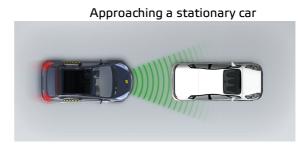


Approaching a slower moving car

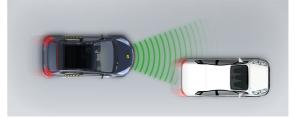


Approaching a braking car

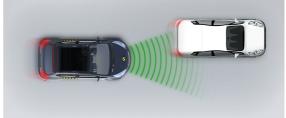




Approaching a slower moving car



Approaching a slower moving car





🛜 SAFETY ASSIST

Total 11.6 Pts / 72%

Comments

A seatbelt reminder system is standard for the front and rear seats, but the car is not equipped with a system to monitor driver fatigue or impairment. Local speed limits are detected and the information provided to the driver who can then set the speed limiter appropriately. A lane support system gently corrects the vehicle's path when it is drifting out of lane and also intervenes in some more critical situations to prevent the car leaving the road, for example. The autonomous emergency braking (AEB) system performed well in tests of its response to other vehicles.



RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome		
December 2021	Rating Published	2021 🚖 🚖 🚖 🏠	~	