Euro NCAP
For Safer Cars

Nissan Leaf

2026 ★★★★☆ Standard

Tested model	Body type	Kerb weight
Nissan Leaf Engage+ 75kWh, LHD	**SUV**	**1881 kg**
Class	Rating applies to	Publication
Small Family Car	**all Nissan Leafs**	**November 2026**



VERDICT

The Nissan Leaf emerges from Euro NCAP's 2026 assessment with a creditable 4-star rating, representing good protection in each of the four stages of safety.

Safe Driving

The Nissan Leaf does not identify seatbelt mis-use but recognises the presence of all rear seat occupants. There is no recognition of occupants sitting 'out of position', such as the front passenger with their feet on the dashboard, nor of occupant stature. The Nissan Leaf is not equipped with Child Presence Detection, a system which issues a warning if a child has been left unattended in the car. The driver monitoring system identifies driver fatigue and various types of distraction and phone use. The Leaf makes excellent use of manual controls for important driving functions, and also for comfort and infotainment, scoring full points in this part of the assessment. The speed assistance system of the Nissan Leaf proved very effective. In a test drive of around 2000 km through France, Italy and Spain, the system correctly identified the limit in 80 percent of cases, representing 88 percent of the distance covered. The Leaf has adaptive cruise control which generally responded well when potential hazards were identified.

Crash Avoidance

The Nissan Leaf is not equipped as standard with front corner radars and fails to score in most of the crossing scenarios. The lane support system scores full points for driver acceptance, the car tailoring the response to the perceived alertness of the driver. The car warns against 'dooring', where a door is opened into the path of a cyclist approaching from behind.

Crash Protection

In the frontal offset test, protection of the driver's chest was rated as marginal, based on dummy readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Nissan Leaf would be a moderately benign impact partner in a frontal collision. In the full-width frontal impact, the driver's chest protection was again marginal, with good or adequate for all other critical body areas of the three occupants. Additional data and validated computer modelling demonstrated good or adequate protection in various combinations of test configuration and occupant stature. In the side barrier test, good protection was provided to all critical body areas, with the exception of the head of the 10-year dummy, protection of which was marginal. In the more severe side impact, protection was at least adequate. A centre airbag, to mitigate injuries caused by occupant to occupant contact in a side impact, is optional on the Leaf and was not tested by Euro NCAP. Protection of vulnerable road users was mixed generally good or adequate for the head of a struck pedestrian but largely weak or poor for the pelvis and the femur.

Post Crash

The Leaf automatically applies the brakes after a crash to prevent secondary impacts, and the advanced eCall system provides detailed information about the car's occupants and the type of impact sustained by the car. The Nissan Leaf scored full points

for its provisions for quick and safe extrication by first responders.

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
59%	58%	78%	85%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Occupant monitoring

20%

Seatbelt usage

Correct belt routing	0%
Rear seat occupancy	100%

Occupant classification

Passenger airbag status	25%
Out of position	0%
Stature classification	0%

Occupant presence

Child presence detection	0%
Crash occupancy information	0%

Driver engagement

75%

Driver monitoring

Distraction	83%
Impairment	50%

Driving controls

Driving	100%
Comfort & infotainment	100%

Vehicle assistance

77%

Speed assistance

Speed limit information	52%
Speed control function	100%

Speed limit information



Adaptive Cruise Control performance

Car-to-car	84%
Car-to-motorcyclist	96%
Car-to-VRU	100%
Additional features	

Steering assistance

Steering assistance	88%
Lane change assist	0%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
59%	58%	78%	85%
Details	Details	Details	Details

Frontal collisions

56%

Car & motorcyclist	
Rear-end & head-on	69%
Junction – turning	89%
Junction – crossing	0%

Pedestrian & cyclist	
Moving in same direction	85%
Turning	60%
Crossing	72%

Lane departure collisions

98%

Single vehicle	
Driver acceptance	100%
Lane departure	100%

Car & motorcyclist	
Car-to-car	96%
Car-to-motorcyclist	96%

Low speed collisions

28%

Car & motorcyclist	
Junction – turning	81%
Junction – crossing	0%

Pedestrian & cyclist	
Crossing	0%
Manoeuvring	20%
Dooring	63%

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
59%	58%	78%	85%
Details	Details	Details	Details

Good | Adequate | Marginal | Weak | Poor

Frontal impact

84%

Offset

Driver	85%
Front passenger	95%
Rear passengers	98%

Offset — Driver & passengers



Offset — Compatibility



Full width

Driver	85%
Front passenger	95%
Rear passenger	90%

Full width



Virtual testing & sled	
Driver	85%
Front passenger	85%

Virtual testing & sled

	35 km/h	50 km/h	56 km/h
5th			
50th			
95th			

Side impact 72%

Side mobile barrier	
Driver	100%
Rear passengers	85%

Side mobile barrier



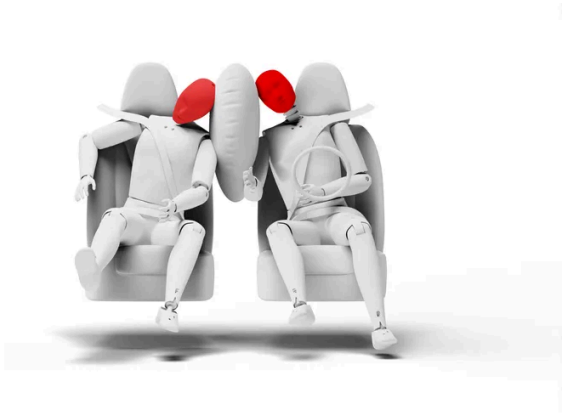
Side pole	
Driver	95%

Side pole



Far-side	
Occupant-to-occupant	0%
Side mobile barrier	25%
Side pole	13%

Far-side — Occupant-to-occupant



Far-side — Side mobile barrier



Far-side — Side pole



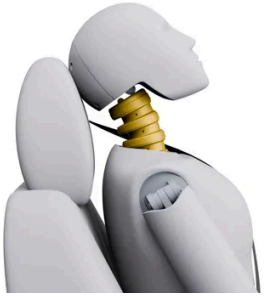
Rear impact

94%

Dynamic

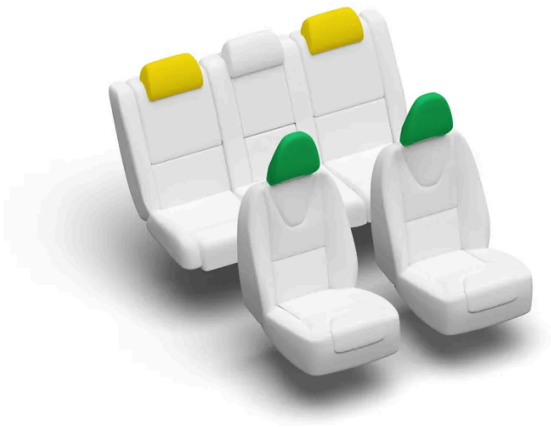
Driver	93%

Dynamic



Static	
Front passengers	100%
Rear passengers	88%

Static

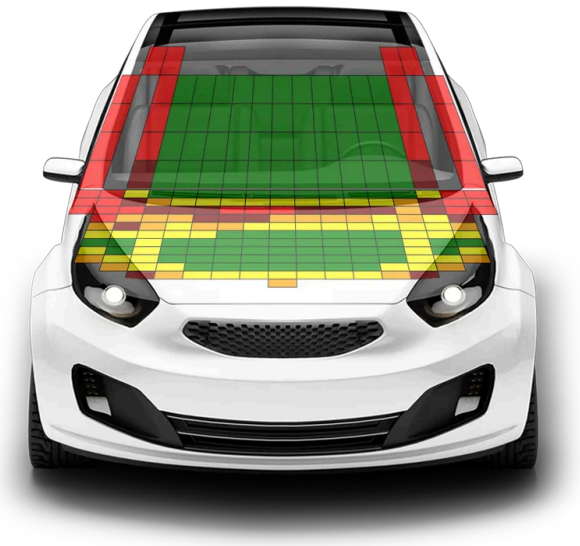


VRU impact

73%

Head impact	
Cyclist	70%
Adult pedestrian	54%
Child pedestrian	85%

Head impact



Pelvis & leg impact	
Pelvis	55%
Femur	53%
Knee & tibia	100%

Pelvis & leg impact



Child seat installation check

Child seat installation check
i-Size
Isofix
Seatbelt attached

i-Size — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Isofix — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Seatbelt attached — A rearward-facing child restraint should never be installed in the front passenger seat when the airbag is enabled



Easy installation | Difficult installation | Safety critical installation | Installation not allowed | Airbag ON

Safe Driving	Crash Avoidance	Crash Protection	Post Crash Safety
59%	58%	78%	85%
Details	Details	Details	Details

Post Crash Safety

85%

Rescue information	
Rescue sheet	100%
Rescue guide	100%

Post crash intervention	
Advanced eCall	60%
Hazard light activation	100%

Vehicle extrication	
Energy management	65%
Occupant extrication	100%

Safety equipment

Safe Driving

Occupant monitoring	
Advanced seatbelt reminder	✓
Airbag cut-off switch	✓
Occupant stature classification	–
Child presence detection	×
Driver engagement	
Distraction detection	✓
Fatigue detection	✓
Vehicle assistance	
Advanced speed assist system	✓
Adaptive Cruise Control	✓
Steering assistance	✓

Crash Avoidance

Frontal collision	
Advanced Autonomous Emergency Braking	✓
Lane departure collision	
Advanced Emergency Lane Keeping	✓
Blind Spot Monitoring	✓
Low speed collision	
Low speed Autonomous Emergency Braking	✓
Reverse Autonomous Emergency Braking	✓
Cyclist dooring	✓

Crash Protection

	Driver	Front passenger	Rear passenger
Child safety			
Isofix / i-Size	–	×	✓
Integrated child seat	–	×	×
Frontal impact			
Front airbag	✓	✓	–
Adaptive seatbelt	✓	✓	✓
Side impact			
Side head airbag	✓	✓	✓
Side chest / pelvis airbag	✓	✓	×
Centre airbag	○	○	–
VRU impact			
Active pedestrian protection		×	

Post Crash Safety

Post crash intervention	
Advanced eCall	✓
Multi-collision brake	✓
Vehicle extrication	
Automatic high-voltage deactivation	✓
Automatic door unlocking	✓

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

– Not applicable

Rating validity

Annual reviews and facelifts

Date	Event	Rating	Validity

Variants of model range

Body type	Variant description	Drivetrain	Rating applies LHD	Rating applies RHD
5 door SUV	Electric - 75kW Nissan Leaf*	4x2	✓	✓
5 door SUV	Electric - 52kW Nissan Leaf	4x2	✓	✓

* Tested variant