



Nissan Navaro

[Pictures \(3\)](#) | [Films \(2\)](#)

RATING	SCORE		
ADULT OCCUPANT 	18	Front: 1 Side: 16	Seatbelt reminder: 1
CHILD OCCUPANT 	32		
PEDESTRIAN 	14		

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver



Child restraints

No child occupant protection data available

Pedestrian protection



Pedestrian protection



Safety equipment

- Front seatbelt pretensioners
- Front seatbelt load limiters
- Driver frontal airbag
- Front passenger frontal airbag
- Side body airbags
- Side head airbags
- Driver knee airbag

Car details

- Tested model Nissan Navara 2.5 diesel 'High'/'Aventura', RHD
- Body type 4 door pickup
- Year of publication 2008
- Kerb weight 2036kg
- VIN from which rating applies VSKCVND40U0218002 to VSKCVND40U0276585

Comments

Front impact

The Navara's passenger compartment became unstable in the impact and would have been unable to withstand greater loading. The chassis rail collapsed on the impacted side, allowing a significant level of intrusion into the driver's footwell. As a result, the dummy readings indicated a high risk of injury to the left tibia. In addition, the accelerator pedal moved rearwards more than 200mm, presenting a further risk of injury to the driver's lower legs. Structures in the dashboard presented a hazard to the knees and femurs of both the driver and the passenger. Protection of the driver's chest was rated as weak owing to the extent to which the chest was compressed, combined with the threat posed by the unstable passenger compartment. The passenger's neck was bent rearwards in the impact, presenting a high risk of life-threatening injury. The airbags and seatbelt pretensioners

were triggered late in the impact and readings from the driver dummy's head also indicated a high risk of life threatening injury. The Navara has been awarded a one star rating as its performance in frontal impact did not reach the minimum level required for a higher rating. Moreover, the unacceptably high risk of life threatening injury to the driver's head and the passenger's neck have led to that star being struck through. Nissan have already introduced a counter-measure to overcome the delayed deployment of the frontal airbags. The change has already been introduced in production cars and Nissan will contact owners to advise them to get their cars upgraded at their dealers. Euro NCAP will assess the modified car in the near future.

Side impact

The Navara scored maximum points in the side impact test. A head-protecting airbag is not standard equipment so a pole test was not performed

Child-protection

The Navara scored maximum points for its protection of the 3 year old, based on the dummy readings in the frontal and side impact tests. The presence of ISOFIX anchorages in the rear outboard seats was not clearly marked. The warning label on the passenger's sun visor clearly conveyed the dangers of using a rearward facing child restraint in that seating position without first disabling the airbag.

Pedestrian protection

The part of the bonnet surface most likely to be hit by an adult's head was rated predominantly fair for the protection it offered. All other areas - bonnet surface likely to hit by a child's head, the front edge of the bonnet and the bumper - were rated as predominantly poor.