



Nissan LEAF
Standard Safety Equipment

2018



Adult Occupant



93%

Child Occupant



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	- 5JNFAAZE10016713
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			
Isfix	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
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
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable


ADULT OCCUPANT

Total 35.4 Pts / 93%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier

7.2 Pts



Passenger



Driver

Frontal Full Width

6.6 Pts



Rear Passenger



Driver

Whiplash Rear Impact

1.5 Pts



Front seat



Rear seat

Lateral Impact

1.6 Pts



Car



Pole

ADULT OCCUPANT

Total 25.4 Pts / 93%

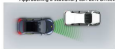
GOOD ADEQUATE MARGINAL WEAK POOR

ADB City

4 Pts

Performance: **Good**

Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

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.

 CHILD OCCUPANT

Total 42.3 Pts / 86%

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

Crash Test Performance based on 6 & 10 year old children

22.3 Pts

Frontal Impact

14.3 Pts



Lateral Impact

8 Pts

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

Safety Features

8 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard ○ Not on test car but available as option ✘ Not available

CRS Installation Check

12 Pts

● Install without problem ● Install with care ● Safety critical problem ✘ Installation not allowed

■ i-Size CRS

 Maxi Cosi 2way Pearl & 2wayFix
 (rearward) (i-Size)

 Maxi Cosi 2way Pearl & 2wayFix
 (forward) (i-Size)


BeSafe (2) Kid X2 i-Size (i-Size)



 CHILD OCCUPANT

Total 42.3 Pts / 86%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOFix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



 CHILD OCCUPANT

Total 42.3 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (Size)	●	●	○	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (Size)	●	●	○	●
BeSafe iZ Kid X i-Size (Size)	●	●	○	●
Maxi Cosi CabrioFix & FamilyFix (ISOFIX)	●	●	○	●
BeSafe iZ Kid X 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.


VULNERABLE ROAD USERS

Total 34.2 Pts / 71%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Impact Protection

34.2 Pts



Head Impact	15.1 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Vulnerable Road Users

7.1 Pts

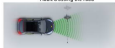
System Name	Intelligent Emergency Braking with Pedestrian and Cyclist Recognition
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

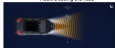
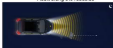
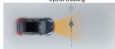
The protection provided by the bonnet to the head of a struck pedestrian was predominantly adequate, with some poor results recorded only on the stiff windscreen pillars. The protection provided to pedestrians' legs and pelvic region was good and the LEAF scored maximum points in these tests. Overall, 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.


VULNERABLE ROAD USERS

Total 24.2 Pts / 71%

ACB 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

ACB Cyclist
Cyclist crossing

Cyclist along the roadside


 SAFETY ASSIST

Total 9.3 Pts / 71%



Speed Assistance

1.9 Pts

System Name	Speed Limiter with Traffic Sign recognition
Speed Limit Information Function	Camera & Map
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

2.5 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual			
Audible			



Lane Support

2.5 Pts

System Name	Lane departure prevention (LDP)
Type	LKA
Operational From	55 km/h
PERFORMANCE	
Emergency Lane Keeping	NOT AVAILABLE
Lane Keep Assist	GOOD
Lane Departure Warning	GOOD

 SAFETY ASSIST

Total 9.3 Pts / 71%

AEB Interurban

2.4 Pts

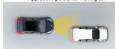
System Name	Intelligent Emergency Braking system
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	0 km/h
Additional Information	No supplementary warning or restraint activation

Comments

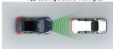
The LEAF has a seatbelt reminder system for the front and rear seats but missed out on full points as it lacks occupant detection in the rear seats. A standard-fit speed assistance system uses a camera and a digital map to inform the driver of the appropriate limit, allowing the speed limiter to be set 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

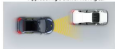
Approaching a slower moving car



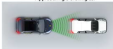
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 9.3 Pts / 71%

Driver reacts to warning

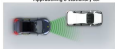
Approaching a stationary car



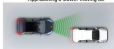
Approaching a stationary car



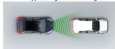
Approaching a stationary car



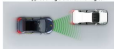
Approaching a slower moving car



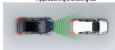
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
April 2018	Rating Published	2018  