NISSAN - Tiida + Airbag Driver

TECHNICAL SHEET

★★★☆☆

9.54 max. 17.00 – Adult Occupant
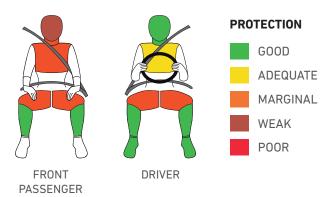
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8.00 max. 49.00 – Child Occupant

ADULT OCCUPANT PROTECTION

FRONT PASSENGER

DRIVER

PROTECTION

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 month old child	Britax First Class	Protected / Adequate	0/0+/1	Belted	Rearward facing
3 year old child	Britax First Class	Vulnerable / Poor	0/0+/1	Belted	Forward facing

CAR DETAILS

Tested model: **Nissan Tiida Hatchback Full 1.8I, LHD**
Body type: **4 door Hatchback**

Year of publication: **2011**
Crash test weight: **1411 kg**

Made in: **México**

SAFETY EQUIPMENT

Front seatbelt pretensioners	**YES**	Driver knee airbag	**NO**
Driver frontal airbag	**YES**		
Front passenger frontal airbag	**NO**		
Side body airbags	**NO**		
Side head airbags	**NO**		

COMMENTS

Adult occupant: In the frontal impact the driver head was well protected by the restrain system. The adult passenger head protection was weak due to the high decelerations, and the neck and chest protection was marginal. There were hazardous structures in the area of the facia on driver and passenger side, that could be impacted by any occupants knees. The body shell showed that it can withstand further loadings.

Child occupant: The Child Restraint System (CRS) initially recommended by Nissan failed during the frontal impact resulting in excessive forward movement of the 3 year old dummy. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The chest protection offered to children was poor due to high loads. Nissan together with the CRS manufacturer worked to solve the failure presented in this test. The improved CRS are from batch 0007899 or higher of model Britax First Class.

(*) Side impact test under UNECE95 and passing the test is required for the 5 stars. OEMs can request the mentioned test voluntarily and its result to be published along with the other results of the model. For Latin NCAP, certain level of safety provided by a car, is considered only when it has been demonstrated in a crash test.