

NISSAN - Tiida + 2 Airbags



TECHNICAL SHEET



13.12 max. 17.00 - Adult Occupant



9.29 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 / Adequate	0/0+/1	Belted	Forward facing



CAR DETAILS

Tested model: Nissan Tiida Hatchback, LHD

Year of publication: 2011

Made in: México

Body type: 4 door Hatchback

Crash test weight: 1448 kg

SAFETY EQUIPMENT

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



COMMENTS

Adult occupant: In the frontal impact the driver and passenger heads were both well protected by the airbag and seatbelts. The protection to the lower legs was good but there were hazardous structures in the area of the fascia that could be impacted by an occupant's knees. The chest deflection for the driver and passenger is adequate, due to the high seat belt loads.

Child occupant: The child seat for the 3 year old child was unable to prevent excessive forward movement during the impact, however it didn't contact the driver seat backrest or any interior part. The chest acceleration for both dummies was quite high. The neck of the P 1 1/2 suffered high tension during the crash test. The installation instructions on both child seats were insufficient and not permanently attached to the seat. The vehicle did not give sufficient warnings as to the hazards associated with installing a rearward facing child seat on the front passenger seat with an active airbag. The CRS used is from batch 0007899 of the Britax First Class model.

(*) 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.

