



## Nissan Murano + 7 Airbags



22.81 max. 34.00 - Adult Occupant



35.22 max. 49.00 - Child Occupant

### CAR DETAILS

Tested model: Nissan Murano

Year of publication: 2016

Made in: United States

Body type: 5 door SUV

Crash test weight: Kg 2074

Test valid for: Latin NCAP market

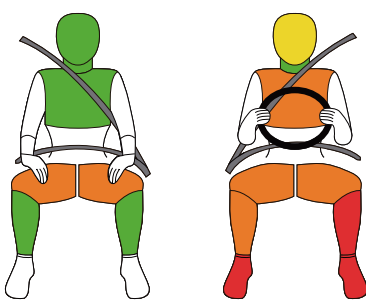
### SAFETY EQUIPMENT

Front seatbelt pretensioners	YES	Driver knee airbag	YES
Front seatbelt pretensioners pass	YES	SBR	YES
Driver frontal airbag	YES	ABS (4 channel)	YES
Front passenger frontal airbag	YES	ISOFIX anchorages	YES
Side body airbags	YES	ESC (UN13 or GTR8)	YES
Side head airbags	YES		



### ADULT OCCUPANT PROTECTION

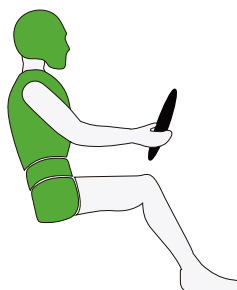
#### ODB FRONTAL



FRONT PASSENGER

DRIVER

#### MBD SIDE



DRIVER

#### POLE SIDE



DRIVER

PROTECTION  GOOD  ADEQUATE  MARGINAL  WEAK  POOR

BODYSHELL INTEGRITY **UNSTABLE**

SIDE IMPACT PROTECTION (STRUCTURAL) **YES**

## COMMENTS

**Adult occupant:** - Frontal impact: The protection offered to the driver's head was adequate and chest protection was marginal. Passenger's head, chest and neck protection was good. The driver's knees showed contact just in the border of the knee airbag border and in case of a larger driver the knees could impact with dangerous structures in the dashboard. Passenger's knees could impact with dangerous structures in the dashboard. Driver's left tibia showed poor protection due to foot area deformation. Footwell area is unstable and not capable of withstanding further loadings. The damage exposed feet to intrusions and serious injuries. The bodyshell was rated as unstable as the windscreen loadpath and door loadpath were not able to transfer further loadings also the lower hinge of the driver door detached from the A-pillar increasing the risk of ejection and the structure showed intrusion of the firewall. Side impact: The side body and curtain airbags offered good protection to the adult in all body regions. Side Pole impact: The side body and curtain airbags helped to offer good protection to the head and the abdomen as well as pelvis however chest received marginal protection. The head curtain airbag showed a problem in the deployment at the B-pillar level. ESC test (standard equipment): The ESC was tested and its performance met the regulatory requirements of Latin NCAP.



## CHILD OCCUPANT PROTECTION

Dynamic score:  
22.65 (max 24)

Installation score:  
10.57 (max 12)

Vehicle assessment score:  
2.00 (max 13)

## CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe + ISOFIX Base	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX	FWF
3 year old child	Römer Duo Plus	Frontal 6.65 (8 max) Side 4.00 (4 max)	1	ISOFIX	FWF

## CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Exempt	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Exempt	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Exempt	Pass	Exempt	Pass
Group I	Graco Cadeira Nautilus FWF	Exempt	Pass	Exempt	Pass
Group II/III	Burigotto Multipla 1,2,3	Exempt	Fail	Exempt	Fail
Group II/III	Graco Cadeira Nautilus	Exempt	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe + ISOFIX Base	Exempt	Pass	Exempt	Pass
Q3	Römer Duo Plus	Exempt	Pass	Exempt	Pass

## COMMENTS

**Child occupant:** - Frontal crash test: The child seat for the 3 year old child was able to prevent forward movement during the frontal impact. Both CRS were mounted using the ISOFIX anchorages. The 3 years old was mounted forwards facing using top tether anchorage point and the 18 months old CRS was installed rearward facing using the antirotation support leg. The 3 years old could not achieve maximum dynamic points due to the limited neck protection. The vehicle assessment showed low score as the car does not have the possibility of disconnecting the frontal airbags in case a rearward facing CRS is installed in that position, the poor marking of ISOFIX anchorages and poor instructions for CRS installation. Most of the CRS that were assessed for installation showed no problems. Side crash test: The car combined with the CRSs showed good protection for the Child dummies in the side impact.



## Latin NCAP

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