



**Nissan NP300 Navara**  
Pick-up

2015



Adult Occupant



79%

Child Occupant



78%

Pedestrian



78%

Safety Assist



68%

## SPECIFICATION

Tested Model	Nissan NP300 Navara, 2.3 diesel, mid grade, LHD
Body Type	- 4 door double cab
Year Of Publication	2015
Kerb Weight	2045kg
VIN From Which Rating Applies	- All Double Cab NP300 Navaras
Class	Pick-up

**✗** Rating Expired

## 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			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
ESC	●
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 option  
○ Not fitted to the test vehicle but available as option   
 ✘ Not Available   
 — Not Applicable

**ADULT OCCUPANT**

Total 30.2 Pts / 79%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Frontal Offset Deformable Barrier** 6.4 Pts

Passenger                      Driver

**Frontal Full Width** 6.5 Pts

Rear Passenger                      Driver

**Whiplash Rear Impact** 1.6 Pts

Front seat                      Rear seat

**Lateral Impact** 15.8 Pts

Car                      Pole

**AEB City** 0.0

Performance:



ADULT OCCUPANT

Total 30.2 Pts / 79%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 30.2 Pts / 79%

## Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Nissan showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid barrier test, protection of the driver was good for the head, neck and the femurs/pelvis. However, dummy readings of chest compression indicated a marginal level of chest protection. For the rear passenger, chest protection was rated as poor, based on chest compression and seatbelt loads, with good or adequate protection of other critical body areas. The NP300 Navara scored full points in the side impact barrier test, with good protection of all body areas. In the more severe side pole impact, protection was also good except for the chest, protection of which was adequate. Tests on the front seats and head restraints showed that good protection would be provided against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor protection for the occupants of those seats. The NP300 Navara has an optional autonomous emergency braking system to provide additional whiplash protection at low speeds typical of city driving. As the system is not standard, its low-speed functionality did not qualify for assessment.

**CHILD OCCUPANT**


Total 38.4 Pts / 78%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

**Crash Test Performance**

23.7 Pts


18 months old child 12 Pts



**Tested restraint (Fit):**  
Britax Römer BabySafe + ISOFIX Base

■ Good

36 months old child 11.7 Pts



**Tested restraint (Fit):**  
Maxi Cosi Pearl and Familyfix

■ Adequate

**Safety Features**

5.0 Pts

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

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

**CRS Installation Check**

9.8 Pts

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

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)




Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



 CHILD OCCUPANT

Total 38.4 Pts / 78%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ Toddlers from 9 to 18 kg

Britax Römer King Plus (Belt)



Britax Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Britax Römer KidFix (Belt)



Britax Römer KidFix (ISOFIX)





## CHILD OCCUPANT

Total 38.4 Pts / 78%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Britax Römer King Plus (Belt)	●	●	●	●
Britax Römer Duo Plus (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	✘	●
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	✘	●	✘	●
BeSafe iZi Kid X3 ISOfix (ISOFIX)	✘	●	✘	●
Maxi Cosi Pearl & Familyfix (ISOFIX)	✘	●	✘	●
Britax Römer KidFix (ISOFIX)	●	●	✘	●

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

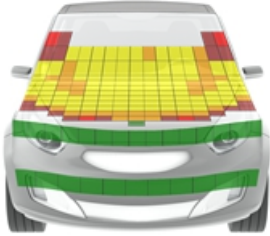
## Comments

The NP300 Navara scored maximum points for its protection of the 1½ year dummy in the full scale crash tests. Forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and protection was good apart from marginally elevated neck tensile forces. In the side barrier test, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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. Most of the child restraints for which the NP300 Navara has been designed could be correctly installed and accommodated. However, the top tether routing of the group 1 Universal ISOFIX restraint was not straightforward and there is insufficient space for the support leg of the group 0+/1 semi-universal restraint.

 PEDESTRIAN

Total 28.1 Pts / 78%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	28.1 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	16.1 Pts	Pelvis Impact	6.0 Pts	Leg Impact	6.0 Pts
Head Impact	16.1 Pts						
Pelvis Impact	6.0 Pts						
Leg Impact	6.0 Pts						

Comments

The protection provided to pedestrians' legs and to the pelvic area was good, with maximum points scored in Euro NCAP's tests. The protection provided by the bonnet to the head of a struck pedestrian was adequate at almost all test points.

 SAFETY ASSIST

Total 9.0 Pts / 68%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

1.3 Pts

System Name	Speed limit
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set

Electronic Stability Control

3 Pts

System Name	VDC Vehicle Dynamic Control	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	5.7%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	3.7%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	2.8 m	meets ECE requirements

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

0 Pts

SAFETY ASSIST

Total 9.0 Pts / 68%

AEB Inter-Urban

1.6 Pts

Type	Forward Collision Warning with Auto-Brake
Operational From	5 km/h
Additional Information	Default On

PERFORMANCE   <span style="background-color: yellow; width: 20px; height: 10px; display: inline-block;"></span>		
	Autobrake Function Only	Driver reacts to warning
Operational Speed	5-200 km/h	5-200 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 35km/h. Crash speed reduced up to 70km/h.
Approaching a slower moving car	Crash avoided up to 45km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 75km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

Comments

The NP300 Navara has electronic stability control as standard, together with a seatbelt reminder for the front and rear seats. A driver-set speed limiter is also standard equipment, while the autonomous emergency braking system is an option that is expected to be fitted to sufficient vehicles for its inter-urban functionality to qualify for assessment and Euro NCAP's tests revealed adequate system performance. Lane assistance is not available on the NP300 Navara.

## RATING VALIDITY

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### Variants of Model Range

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### Annual Reviews and Facelifts

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Date	Event	Outcome
December 2015	Rating Published	2015 ★ ★ ★ ★ ☆
December 2016	Annual Review	2015 ★ ★ ★ ★ ☆
January 2022	Rating Expired	2015 ★ ★ ★ ★ ☆