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	- SJNFAAZE10016713
Class	Small Family Car

✗ 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	✖	✖	✖

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	–	●	●
Integrated CRS	–	✖	✖
Airbag cut-off switch	–	●	–
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✖
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
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 / 8 Pts

Passenger

Driver

Frontal Full Width 6.6 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact 1.5 / 2 Pts

Front seat

Rear seat

Lateral Impact 16.0 / 16 Pts

Car

Pole

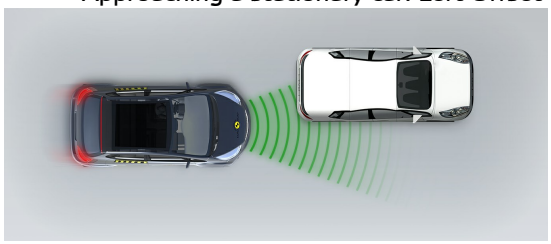
ADULT OCCUPANT

Total 35.4 Pts / 93%

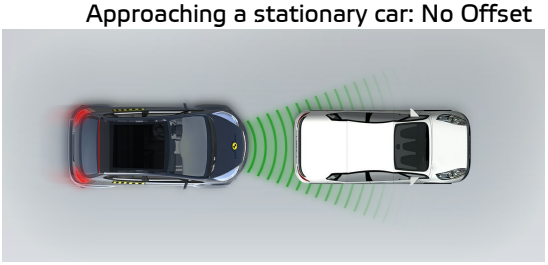
GOOD ADEQUATE MARGINAL WEAK POOR

AEB City — 4.0 / 4 Pts

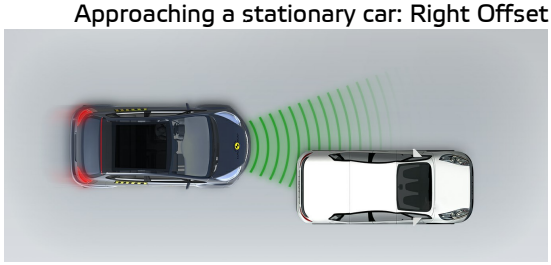
Approaching a stationary car: Left Offset



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 / 24 Pts

Frontal Impact	14.3 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer KidFix XP*
Restraint for 10 year old child: *Booster Cushion*

Safety Features 8.0 / 13 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 12.0 / 12 Pts

Install without problem | Install with care | Safety critical problem | Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)

Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)

BeSafe iZi Kid X2 i-Size (iSize)

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

CHILD OCCUPANT

Total 42.3 Pts / 86%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

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.

CHILD OCCUPANT

Total 42.3 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	–	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	–	●
BeSafe iZi Kid X2 i-Size (iSize)	●	●	–	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	–	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	●	●	–	●
Britax Römer Duo Plus (ISOFIX)	●	●	–	●
Britax Römer KidFix XP (ISOFIX)	●	●	–	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✖	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ Not allowed – Not available

Comments

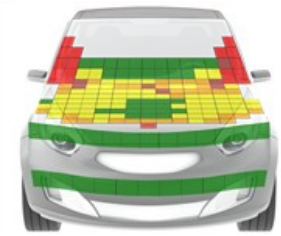
In the frontal offset test, protection of both dummies was good apart from the neck of the 10-year dummy, protection of which was rated as weak owing to measured values of tensile forces. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating 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

VRU Impact Protection 27.1 / 36 Pts



Head Impact	15.1 Pts
Pelvis Impact	6.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users 7.1 / 12 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.

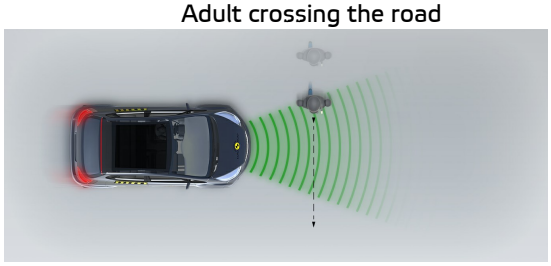
VULNERABLE ROAD USERS

Total 34.2 Pts / 71%

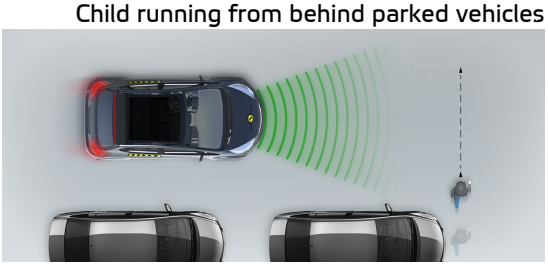
AEB Pedestrian

- **Day time**

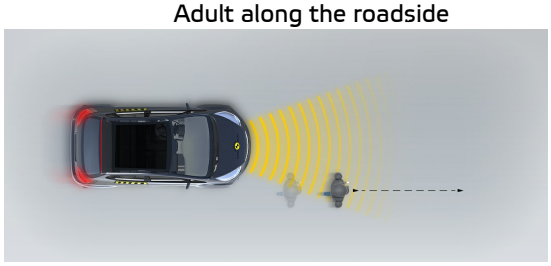
Adult crossing the road



Child running from behind parked vehicles

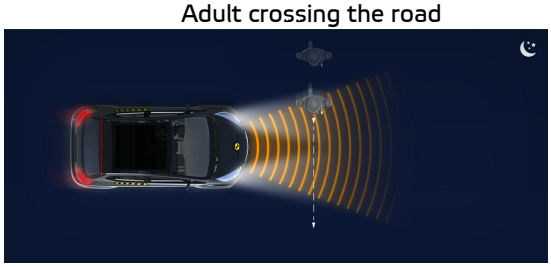


Adult along the roadside

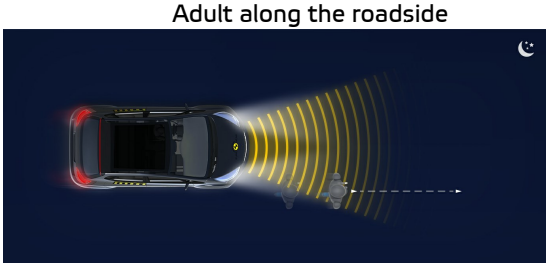


- **Night time**

Adult crossing the road

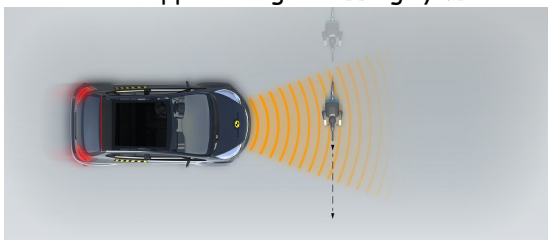


Adult along the roadside

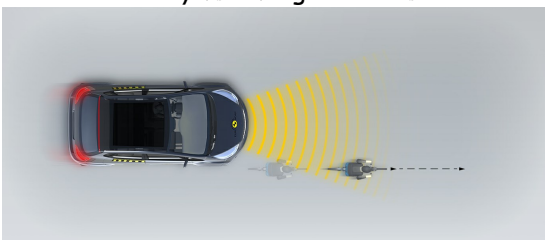


AEB Cyclist

Approaching a crossing cyclist



Cyclist along the roadside



SAFETY ASSIST

Total 9.3 Pts / 71%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

1.9 / 3 Pts

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

Seatbelt Reminder

2.5 / 3 Pts

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

● Pass ● Fail – Not available

Lane Support

2.5 / 4 Pts

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

Version 060125

SAFETY ASSIST

Total 9.3 Pts / 71%

AEB Inter-Urban

2.4 / 3 Pts

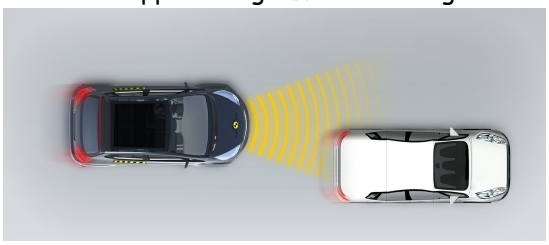
System Name	Intelligent Emergency Braking system
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	No supplementary warning or restraint activation

Comments

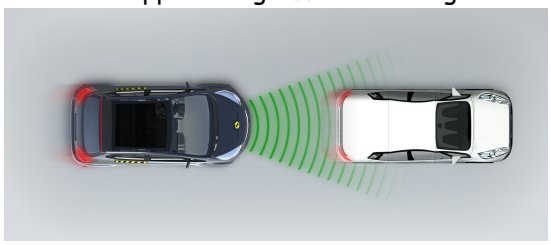
The LEAF has a seatbelt reminder system for the front and rear seats but missed out on full points as it lacks occupant detection in the rear seats. A standard-fit speed assistance system uses a camera and a digital map to inform the driver of the appropriate limit, allowing the speed limiter to be set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

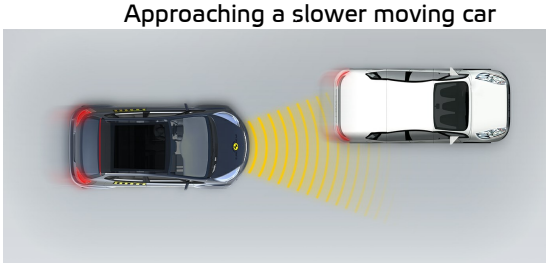
Approaching a slower moving car



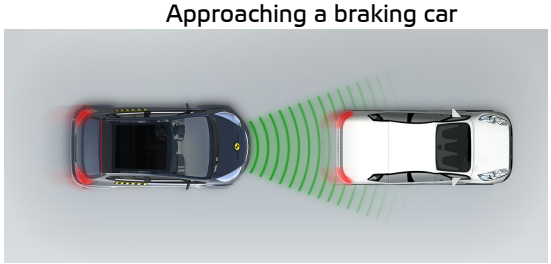
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

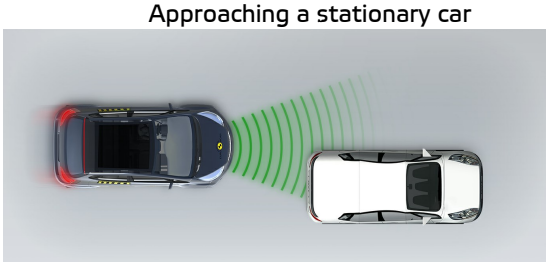


SAFETY ASSIST

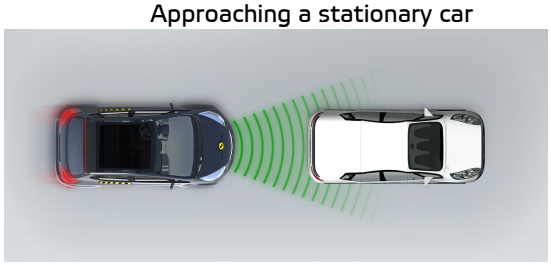
Total 9.3 Pts / 71%

- **Driver reacts to warning**

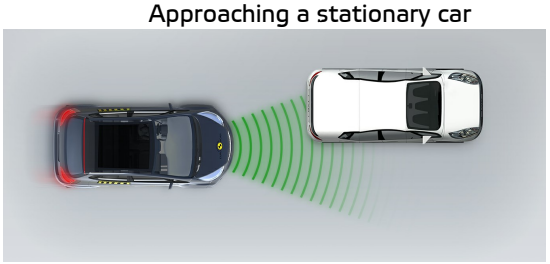
Approaching a stationary car



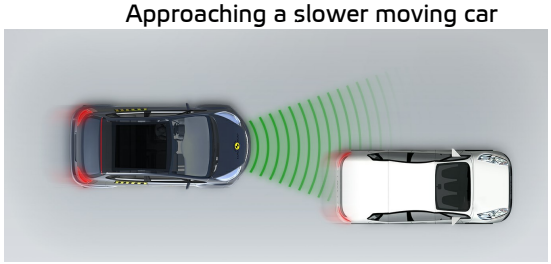
Approaching a stationary car



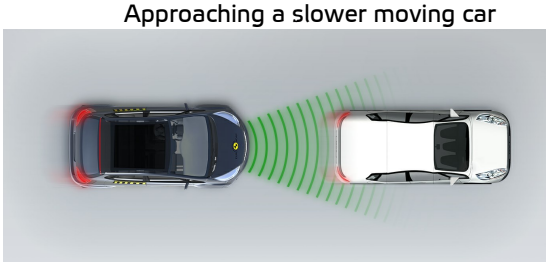
Approaching a stationary car



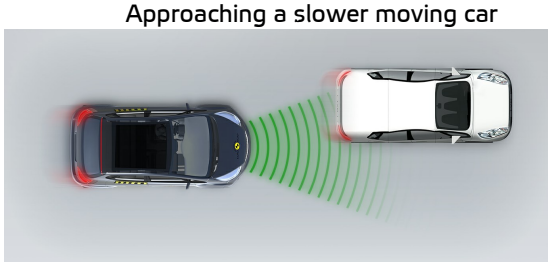
Approaching a slower moving car



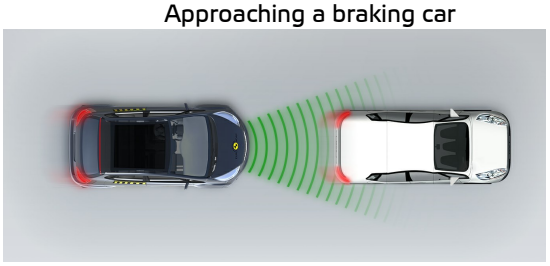
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2018	Rating Published	2018 ★★★★★	✓