

TEST RESULTS



Nissan Almera Tino

RATING	SCORE	Front: 12	Pole: 2
ADULT OCCUPANT ★★☆☆☆	30	Side: 16	
PEDESTRIAN ★☆☆☆☆	16	Pre 2002 rating	

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Roemer Peggy, forward facing
3 year old Child	Roemer King, forward facing

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Nissan Almera Tino 1.8 Luxury
Body type	5 door MPV
Year of publication	2001
Kerb weight	1420
VIN from which rating applies	VSKTBAV10U0038700

Comments

Testers discovered a problem with the car's side airbag sensor during initial testing. Investigation showed that its software had been programmed incorrectly. As a result, Nissan initiated a Europe-wide recall to ensure that Tino airbags operate correctly. The second test using a car with an altered sensor had a successful outcome. The Tino model otherwise performed well in testing.

Front impact

The airbag and restraint system worked well as did the body structure, which remained stable and provided a safe zone for passengers. Driver and passenger front airbags were fitted as standard. Beneath the steering column there are areas the driver's knees would probably strike and suffer injuries. Nissan has provided supported padding but it was too thin to protect reliably. The front seat belts were load limiting and were equipped with reel-mounted pre-tensioners that reduce the risk of injury for the occupants. The centre rear seat was equipped with a three-point inertia reel belt which gives superior protection to that of a lap belt.

Side impact

In the side impact and pole tests, the Tino gained full marks for protection, thanks largely to its head and chest side airbag. This failed in the first test but was corrected in time for a re-test.

Child occupant

The rear outboard seat belts are designed to tighten around a child restraint, if first fully extended. A text label on the belt webbing explained in three languages their use. While the passenger airbag warning label on the stowed passenger's sun visor was well designed it could peel off easily. The restraints nominated by Nissan for testing were forward-facing universal Romer King and Peggy seats. The 18-month-old was protected in his seat but a high neck load was recorded, giving rise to injury fears. This is likely when a forward-facing seat is used for such a young child. The 3-year-old was not well protected in either test.

Pedestrian

The bonnet and bumper gave limited protection to pedestrians. The bonnet leading edge's was not at all 'pedestrian-friendly'.