





Nissan Primera

RATING	SCORE	Front: 12	Side: 16	Seatbelt reminder: 1	Pole: 1
 ADULT OCCUPANT ★★☆☆☆	29				
 PEDESTRIAN ★☆☆☆☆	9				

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Kiddy 2000, rearward facing
3 year old Child	Britax Roemer Duo, 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 Primera 1.8
Body type	5 door hatchback
Year of publication	2002
Kerb weight	1325
VIN from which rating applies	applies to new Primera

Comments

Euro NCAP allowed Nissan to re-submit the Primera for side-impact testing after a short-term production problem with the restraint system. The latest results are printed here. The frontal tests showed that the Primera's screen pillar was damaged but the body maintained its strength. Also, the driver's head 'bottomed out' on the airbag and hit the steering wheel. However, it gave above-average protection to pedestrians.

Front impact

The body withstood the impact reasonably and was judged by testers to be stable despite the joint between the screen pillar and the beam supporting the fascia panel starting to come apart. The passenger's airbag was criticised for an unstable contact. Hard points behind the fascia and in front of the driver's knees were unlikely to injure him, but the steering lock posed a risk. Meanwhile, the passenger could suffer knee injuries from hard points found behind the fascia. The car's centre rear seat belt was a three-point type, which gives far superior protection to that provided by a lap-only belt.

Side impact

The Primera did well, and only slightly higher impact loads acting on the driver's abdomen (caused by the armrest) were observed. The car has thoracic and head curtain airbags as standard. The thoracic airbag protected the driver but the head curtain airbag failed to deploy fully, possibly putting smaller occupants at risk. A curtain airbag protects rear passengers.

Child occupant

Both restraints were specific to the Primera. ISOFIX anchorages were used to mount the restraints in the car. Additionally, the older child's restraint used a top tether. The 3-year-old's was forward-facing and the 18-month old's rearwards-facing. The older child was well protected in the front and side impacts. Protection for the younger was less good in the frontal impact. However their heads were kept safe within the seat shell for both impacts, which was good.

Pedestrian

The Primera's bonnet gave some protection in places but its leading edge did not. Overall, its performance proved better than some other vehicles tested for this round and just fell short of earning it a two-star rating.