

NISSAN LEAF

JULY 2019 - ONWARDS
ALL VARIANTS



TESTED
2018



93%

ADULT OCCUPANT
PROTECTION



85%

CHILD OCCUPANT
PROTECTION



71%

VULNERABLE ROAD USER
PROTECTION



70%

SAFETY
ASSIST



NISSAN LEAF

OVERVIEW

This ANCAP safety rating applies to Nissan Leaf variants introduced to Australia from July 2019 and New Zealand from August 2019.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM) are standard.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2018

VEHICLE TYPE

SMALL CAR

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Nissan Leaf	Hatch	Electric	FWD	✓	✓

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION



93%

35.36 POINTS
OUT OF 38

The passenger compartment of the Nissan Leaf remained stable in the frontal offset test. Insufficient inflation of the driver airbag allowed the driver's head to 'bottom out' and contact the steering wheel through the airbag and the driver's head score was penalised. Protection of the driver's head, chest and lower legs was ADEQUATE. Protection of the front passenger dummy was GOOD for all critical body regions.

In the full width frontal test, protection of the driver dummy was GOOD for all body regions except the pelvis, which was rated POOR. Dummy readings indicated that the driver's pelvis slipped beneath the lap section of the seatbelt and the dummy was not properly restrained during the crash. Protection of the chest of the rear passenger was rated MARGINAL, with GOOD protection offered to all other critical body regions.

In both the side impact and the oblique pole tests, protection of all critical body areas for the driver was GOOD and the Nissan Leaf scored maximum points in these tests.

The autonomous emergency braking system (AEB) showed GOOD performance in low-speed test scenarios typical of city driving with maximum points scored.

FRONTAL OFFSET#	7.18 (out of 8)
FULL WIDTH FRONTAL#	6.64 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.54 (out of 2)
AEB - City	4.00 (out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	3.00 points
Chest:	3.80 points
Upper legs:	4.00 points
Lower legs:	3.56 points
Deductions:	-1.00 points

(airbag bottoming out)



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	4.00 points
Upper legs:	0.00 points
Deductions:	-4.00 points

(submarining)



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	2.57 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

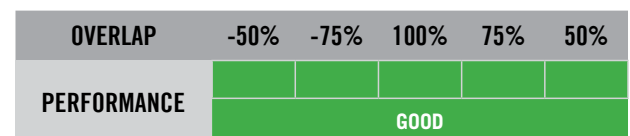
Rear:	0.31 points
Front:	1.22 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points



GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



85%

41.88 POINTS
OUT OF 49

In the frontal offset test, dummy readings indicated WEAK protection for the neck of the 10 year dummy. Protection was GOOD for all other critical body regions of both dummies.

In the side impact test, protection of both dummies was GOOD and maximum points were scored.

The Nissan Leaf is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions. Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions.

DYNAMIC TEST (FRONT)	14.26 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.61 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	●	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



85%

41.88 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*


CHILD RESTRAINT (CRS) TYPE [^]		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

[^] The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED - NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION



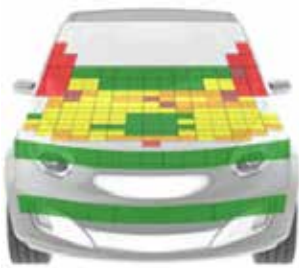
71%
34.22 POINTS
OUT OF 48

The bonnet of the Nissan Leaf provided predominantly ADEQUATE protection to the head of a struck pedestrian over most of its surface, with some POOR results recorded on the stiff windscreen pillars. The bumper provided GOOD protection to pedestrians' legs and protection of the pelvis was also GOOD.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. The AEB system showed ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in most daylight scenarios and some MARGINAL and WEAK performance in night-time scenarios. In cyclist test scenarios, the AEB system offered ADEQUATE performance.

HEAD IMPACTS	15.07 (out of 24)
UPPER LEG IMPACTS	6.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.03 (out of 6)
AEB - Cyclist	3.11 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Intelligent Emergency Braking with Pedestrian & Cyclist Recognition
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 10-60 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

TEST SCENARIO	AEB - Pedestrian								AEB - Cyclist						
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		Adult walking along road	FORWARD COLLISION WARNING	Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)	FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	DAY	
	[Icon]		[Icon]		[Icon]		[Icon]	[Icon]		[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	
PERFORMANCE	GOOD	WEAK	GOOD	MARGINAL	GOOD	WEAK	GOOD	WEAK	MARGINAL	MARGINAL	MARGINAL	GOOD	WEAK	POOR	
	ADEQUATE								ADEQUATE						

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST



70%

9.23 POINTS
OUT OF 13

The Nissan Leaf is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance in tests at highway speeds, with collisions avoided or mitigated in most test scenarios.

Tests of the LSS functionality showed GOOD performance in lane keep assist (LKA) tests, however the system does not intervene in more critical emergency lane keeping (ELK) scenarios and overall performance was classified as ADEQUATE. The lane keep assist component of the lane support system needs to be activated by the driver at the start of each journey.

A speed assistance system (SAS) is standard. This system includes a driver-set speed limiter and speed limit information function (SLIF) which identifies the local speed limit.

A seatbelt reminder system is fitted to all seating positions, however rear seats do not feature occupancy detection.

SPEED ASSISTANCE SYSTEMS	1.63 (out of 3)
SEAT BELT REMINDERS	2.50 (out of 3)
LANE SUPPORT SYSTEMS	2.50 (out of 4)
AEB - Interurban	2.60 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Prevention (LDP)
OPERATIONAL FROM: 55-120 km/h

		EMERGENCY LANE KEEPING (ELK)							
		Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
			UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
TEST SCENARIO									
PERFORMANCE		-	-	-	-	-	-	-	-
[NOT AVAILABLE]									

		LANE KEEP ASSIST (LKA)									
		Dashed Line				Solid Line				Road Edge	
TEST SCENARIO											
PERFORMANCE		GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



70%

9.23 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Intelligent Emergency Braking with Pedestrian & Cyclist Recognition
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-200 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)																																						
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>STANDARD</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	STANDARD	Restraint activation / dynamic retractors	[NOT FITTED]																																	
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FORWARD COLLISION WARNING (FCW)																																						
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GOOD		GOOD		GOOD																																		
PERFORMANCE	GOOD																																					

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed limiter with traffic sign recognition

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	Manually set

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	●	●
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Adaptive headlights	✗	✗
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	✗	✗
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✗	✗
Roll stability system	✗	✗
Secondary / multi-collision brake	✗	✗
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Trailer stability control	✗	✗
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Nissan Leaf Acenta LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	5 door hatch
TESTED VEHICLE ENGINE	40kWh battery
RATING PUBLISHED	May 2019
RATING UPDATED	n/a