



**Nissan Micra**  
With Safety Pack

2017



Adult Occupant



91%

Child Occupant



79%

Pedestrian Impact Protection



79%

Safety Assist



72%

## SPECIFICATION

Tested Model	Nissan Micra 0.9 Acenta, LHD
Safety pack	EuroNCAP 5* pack
Body Type	- 5 door hatchback
Year Of Publication	2017
Kerb Weight	1072kg
VIN From Which Rating Applies	- all Micras of the specification tested, with safety pack
Class	Supermini

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘

## SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
<b>CHILD PROTECTION</b>			
Isofix	—	●	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✗
AEB Pedestrian	○
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 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 34.6 Pts / 91%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Frontal Offset Deformable Barrier 7.8 Pts




Passenger




Driver

Frontal Full Width 6.9 Pts




Rear Passenger




Driver

Whiplash Rear Impact 1.6 Pts




Front seat




Rear seat

Lateral Impact 15.5 Pts



Car



Pole

AEB City 2.8

Performance:  Good

 ADULT OCCUPANT

Total 34.6 Pts / 91%



 GOOD	 ADEQUATE	 MARGINAL	 WEAK	 POOR
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 ADULT OCCUPANT

Total 34.6 Pts / 91%

## Comments

The passenger compartment of the Micra remained stable in the frontal offset test. Dummy readings showed good protection of the knees and femurs of both driver and passenger. Nissan demonstrated 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 frontal impact, the driver was well protected. Dummy readings for the rear passenger indicated that the pelvis had slipped under the seatbelt and protection of this body area was rated as poor. Otherwise, protection was good or adequate. In the side barrier test, all critical body areas were well protected and the Micra scored maximum points. In the more severe side pole test, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection there. The Micra as, as standard, an autonomous emergency braking system that operates at the low speeds typical of city driving at which many whiplash injuries are caused. The system performed well in Euro NCAP's tests, with collisions avoided in at most test speeds.

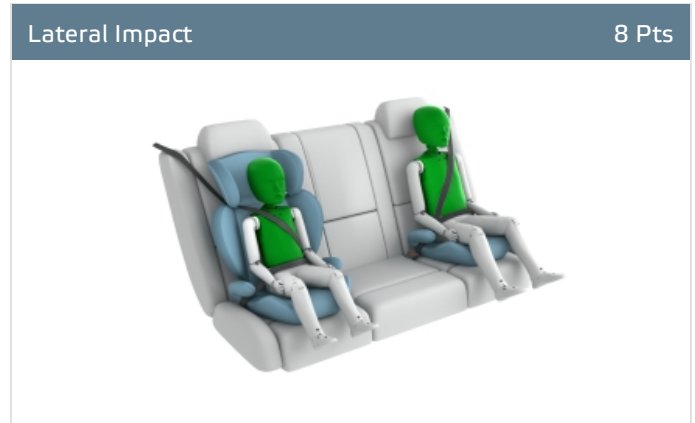
**CHILD OCCUPANT**

Total 39.1 Pts / 79%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

19.1 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*  
 Restraint for 10 year old child: *Takata Maxi*

Safety Features

8 Pts

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

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


CRS Installation Check

12 Pts

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

■ i-Size CRS



 CHILD OCCUPANT

Total 39.1 Pts / 79%

■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 39.1 Pts / 79%

	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)	●	●	●	●

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

## Comments

In the frontal offset test, dummy readings indicated good protection for all critical body areas of the 10 year dummy. For the 6 year dummy, protection of the chest was rated as marginal and that of other critical body areas was good. In the side barrier test, protection of both dummies was good and the Micra scored maximum points. 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 Micra is designed could be properly installed and accommodated in the car.



**PEDESTRIAN IMPACT PROTECTION**

Total 33.4 Pts / 79%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Pedestrian Impact Protection	28.8 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;">16.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16.8 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	16.8 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

AEB Pedestrian		4.6 Pts
System Name	AEB VRU	
Type	Auto-Brake	
Operational From	10 km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	

PERFORMANCE		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 30 km/h	Impact mitigated up to 45 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 50 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 30 km/h	Impact mitigated up to 45 km/h

**Comments**

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with poor results recorded in the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and the protection of the pelvis area was also good at all test locations. The Micra has, as part of its option pack, an autonomous emergency braking system that detects pedestrians. The system performed well in Euro NCAP's tests.

SAFETY ASSIST

Total 8.7 Pts / 72%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Speed Assistance

1.5 Pts

System Name	SAS
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

2.7 Pts

System Name	LKA - LDW
Type	Lane Keep Assist
Operational From	50 km/h
Warning	Audible and Visual
PERFORMANCE	
LKA Confirmation Test	Pass (3/5)

SAFETY ASSIST

Total 8.7 Pts / 72%

AEB Interurban

1.5 Pts

System Name	AEB - FCW
Type	Forward Collision Warning with Auto-Brake
Operational From	10 km/h
Additional Information	Default On

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	10-200 km/h	10-200 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 40km/h. Crash speed reduced up to 70km/h.
Approaching a slower moving car	Crash avoided up to 50km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 55km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Mitigation
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Mitigation
Car in front brakes harshly	Mitigation	Mitigation

Comments

A seatbelt reminder is standard for front and rear seats. The standard-fit autonomous emergency braking system performed adequately in tests of its effectiveness at highway speeds. The Micra also has as standard a driver set speed limitation device. As part of its option pack, the Micra has a lane keep assistance system which gently steers the car away from a lane marking if it is drifting out of lane.

## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	0.9 litre petrol*	4x2	✓	✓
5 door hatchback	1.5 litre diesel	4x2	✗	✗
5 door hatchback	1.0 litre petrol	4x2	✗	✗

\* Tested variant

### Annual Reviews and Facelifts

Date	Event	Outcome
	Rating Published	2017 ★★★★★ ✓