Nissan Townstar

Standard Safety Equipment

2021

Adult Occupant

78%

Child Occupant

87%

Vulnerable Road Users

67%

Safety Assist

72%

SPECIFICATION

Tested Model	Renault Kangoo 1.3 Tce, LHD
Body Type	- 5 door MPV
Year Of Publication	2021
Kerb Weight	1531kg
VIN From Which Rating Applies	- all Townstars
Class	Small MPV

General comments

The Nissan Townstar is, in all ways related to safety, identical to the Renault Kangoo tested by Euro NCAP. Accordingly, the rating of the Kangoo, published in 2021, can be applied also to the Nissan Townstar.

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	✖	✖	✖
Centre Airbag	✖	✖	✖
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✖
AEB Car-to-Car	●
Speed Assistance	●
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

Version 081221

ADULT OCCUPANT

Total 29.9 Pts / 78%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

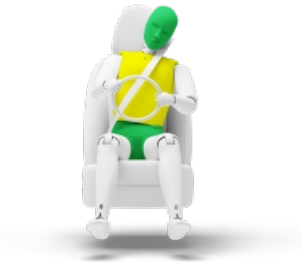
Frontal Impact — 14.0 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 11.9 / 16 Pts

Side Mobile Barrier



Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact — 3.5 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 29.9 Pts / 78%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	0.5 / 2 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Not available

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings demonstrated good protection of the knees and femurs of the driver and passenger dummy. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver dummy's chest was rated as marginal, based on measurements of compression during the test. Analysis of the deformable impact barrier after the test, and of decelerations of the trolley during the test, indicated that the vehicle would be quite a benign crash partner in collisions with other vehicles. In the full-width rigid barrier impact, protection was rated as good or adequate for all critical body regions, for both the front driver and rear passenger. In the side barrier impact, protection was good for all critical body areas and the car scored maximum points. In the more severe side pole test, chest protection was adequate and that of other body regions was good. An assessment of dummy excursion (the extent to which the dummy moves to the opposite side of the car in an impact from the far side), demonstrated poor performance. There is no counter-measure for occupant to occupant impacts in a side impact. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection.

CHILD OCCUPANT

Total 43 Pts / 87%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Frontal Impact	16 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix² R*
Restraint for 10 year old child: *Britax Römer Kidfix² R*

Safety Features

7.0 / 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

Version 081221

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 (i-Size)

Maxi Cosi 2way Pearl & 2wayFix (i-Size)

BeSafe iZi Kid X2 i-Size (i-Size)

Britax Römer TriFix2 i-Size (i-Size)

BeSafe iZi Flex FIX i-Size (i-Size)

ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)

Cybex Solution Z i-Fix (ISOFIX)

CHILD OCCUPANT

Total 43 Pts / 87%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & Easyfix (Belt)

Britax Römer King II LS (Belt)

Cybex Solution Z i-Fix (Belt)

CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & Easyfix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

— Not available

Comments

In both the frontal offset test and the side barrier impact, protection was rated as good for all critical body areas of both the 6 and 10 year dummies, and maximum points were scored in this part of the assessment. 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. Optional i-Size anchorages are available for the front passenger seat. All of the child restraints for which the vehicle is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 36.6 Pts / 67%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

24.6 / 36 Pts

Head Impact	16.0 Pts
Pelvis Impact	3.5 Pts
Leg Impact	5.1 Pts

Vulnerable Road Users

12.1 / 18 Pts

System Name	Active Emergency Braking system
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

VULNERABLE ROAD USERS

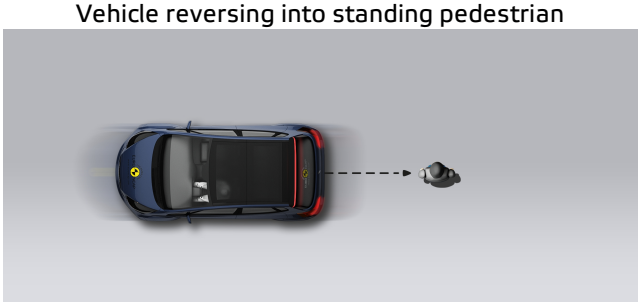
Total 36.6 Pts / 67%

AEB Pedestrian

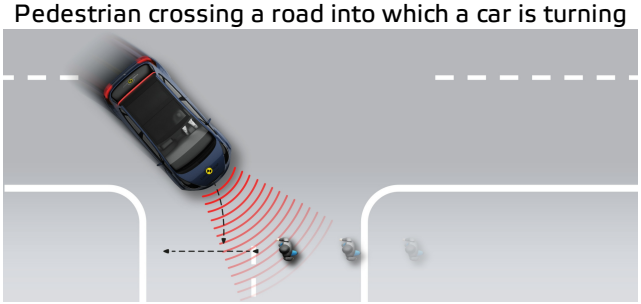
4.6 / 9 Pts

- **Day time**

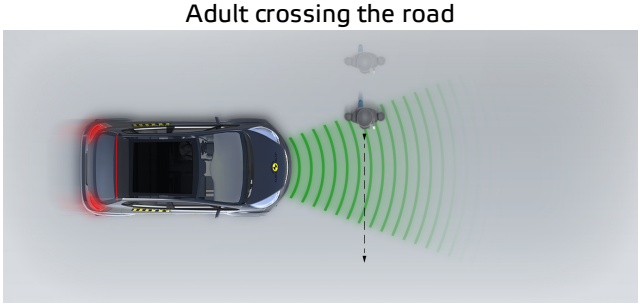
Vehicle reversing into standing pedestrian



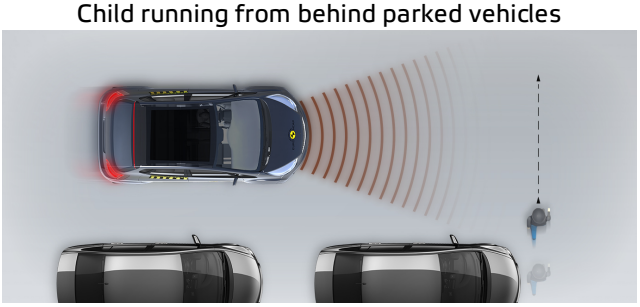
Pedestrian crossing a road into which a car is turning



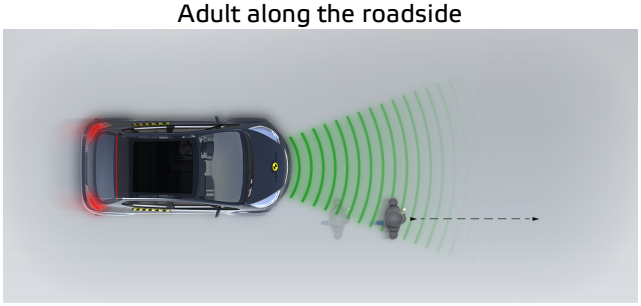
Adult crossing the road



Child running from behind parked vehicles

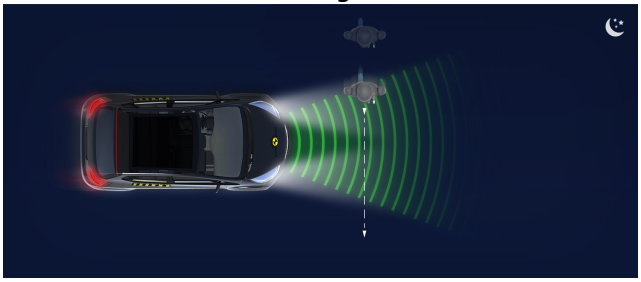


Adult along the roadside

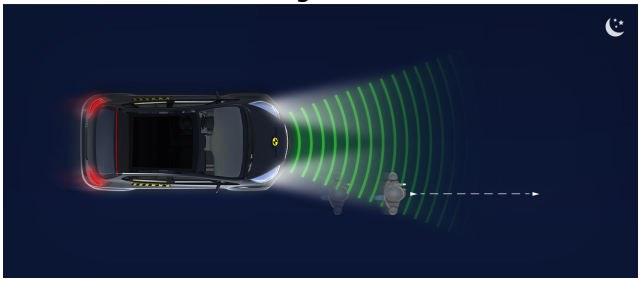


- **Night time**

Adult crossing the road



Adult along the roadside



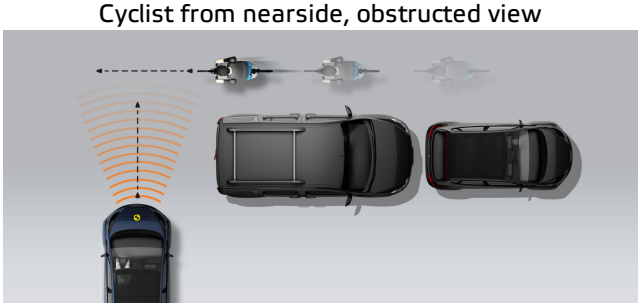
VULNERABLE ROAD USERS

Total 36.6 Pts / 67%

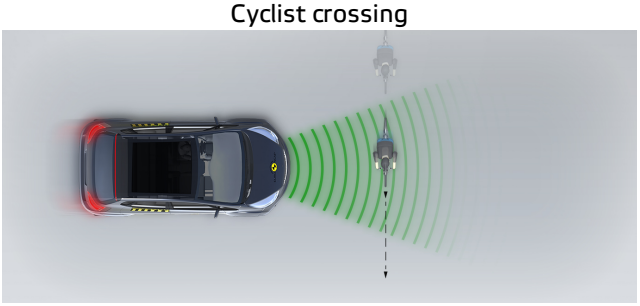
AEB Cyclist

7.5 / 9 Pts

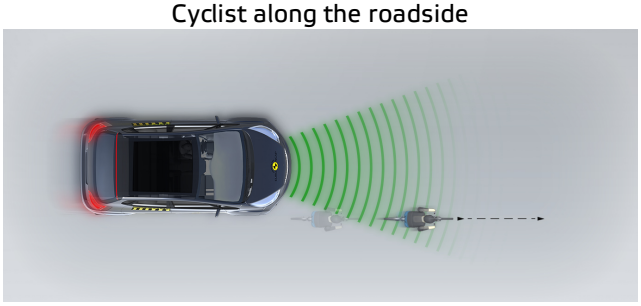
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The protection offers to the head of struck pedestrian was mostly good or adequate on the bonnet surface but was weak or poor along the base of the windscreen and on the stiff windscreen pillars. The bumper offered predominantly adequate protection to pedestrians' legs but protection of the pelvis area was mixed. The autonomous emergency braking (AEB) system detects vulnerable road users, as well as other vehicles. In tests of its response to pedestrians, the system performed adequately. In tests with a cyclist target, the system performed well, with collisions avoided or mitigated in most scenarios.

SAFETY ASSIST

Total 11.6 Pts / 72%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

2.5 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

1.0 / 3 Pts

Seatbelt Reminder

1.0 / 2 Pts

Applies To	Front and rear seats, including third row		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass ● Fail — Not available

Driver Monitoring

0.0 / 1 Pts

SAFETY ASSIST

Total 11.6 Pts / 72%

Lane Support

2.8 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	70 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

5.4 / 6 Pts

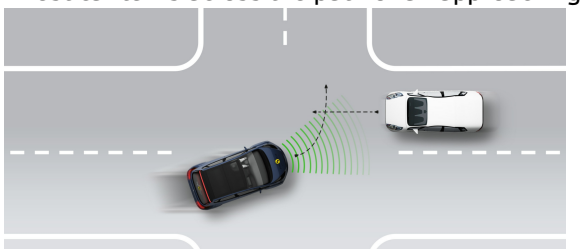
System Name	Active Emergency Braking System
Type	Autonomous emergency braking and forward collision warning
Operational From	8 km/h
Sensor Used	camera and radar

SAFETY ASSIST

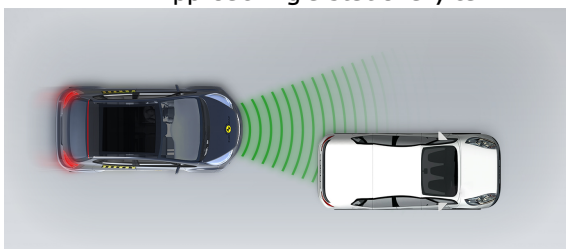
Total 11.6 Pts / 72%

- **Autobrake function only**

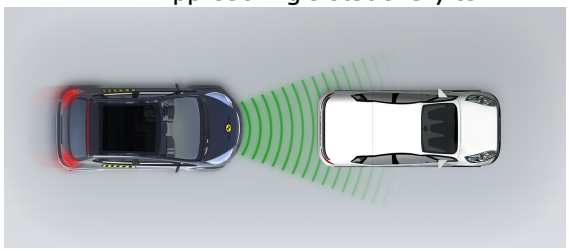
Test car turns across the path of an approaching car



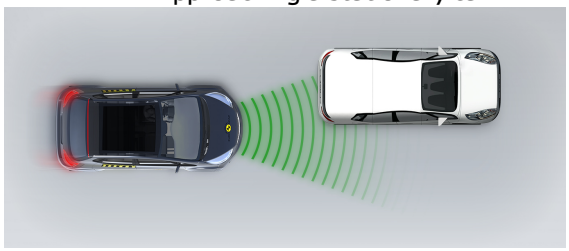
Approaching a stationary car



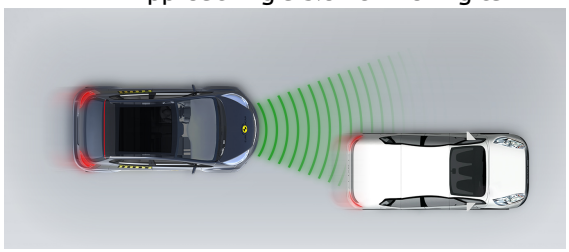
Approaching a stationary car



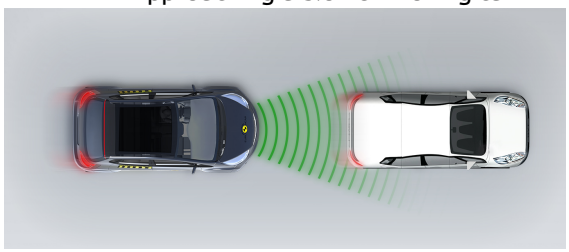
Approaching a stationary car



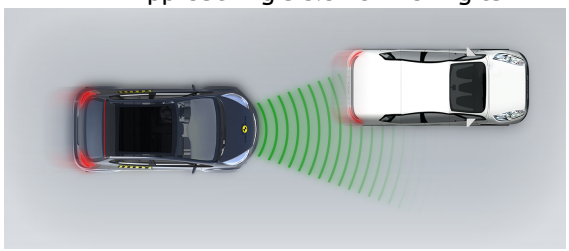
Approaching a slower moving car



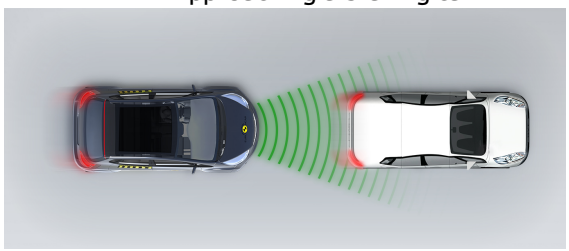
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

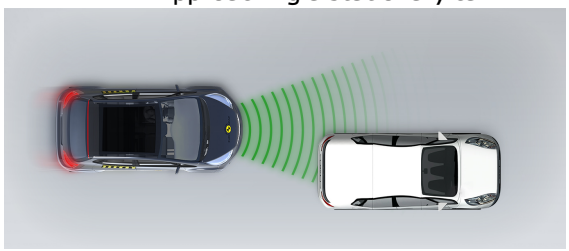


SAFETY ASSIST

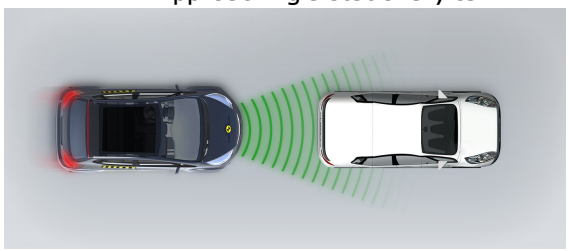
Total 11.6 Pts / 72%

- **Driver reacts to warning**

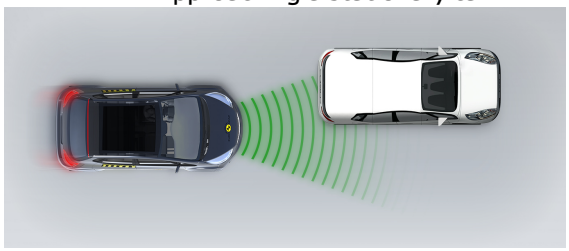
Approaching a stationary car



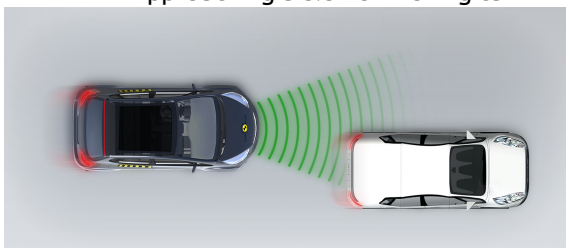
Approaching a stationary car



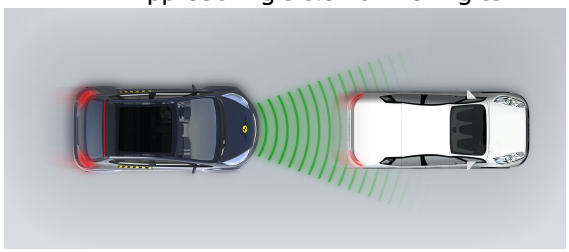
Approaching a stationary car



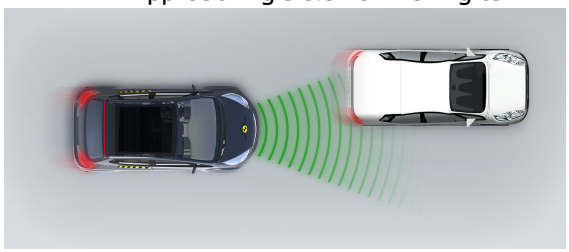
Approaching a slower moving car



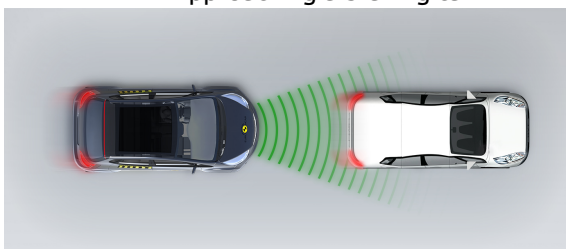
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 11.6 Pts / 72%

Comments

A seatbelt reminder system is standard for the front and rear seats, but the car is not equipped with a system to monitor driver fatigue or impairment. Local speed limits are detected and the information provided to the driver who can then set the speed limiter appropriately. A lane support system gently corrects the vehicle's path when it is drifting out of lane and also intervenes in some more critical situations to prevent the car leaving the road, for example. The autonomous emergency braking (AEB) system performed well in tests of its response to other vehicles.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2021	Rating Published	2021 ★★★★☆	✓