

# NISSAN MICRA

DECEMBER 2018 - ONWARDS  
NEW ZEALAND VARIANTS WITH 0.9 LITRE ENGINE



TESTED  
2017



91%

ADULT OCCUPANT  
PROTECTION



79%

CHILD OCCUPANT  
PROTECTION



79%

PEDESTRIAN  
PROTECTION



72%

SAFETY  
ASSIST



NISSAN MICRA (NZ)

## OVERVIEW

The Nissan Micra was introduced in New Zealand in December 2018. This ANCAP safety rating applies to New Zealand variants with a 0.9 litre engine only.

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

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW) are standard equipment.

ANCAP SAFETY RATING



RATING YEAR (DATESTAMP)

2017

VEHICLE TYPE

Light Car

AIRBAGS

Dual frontal, side chest,  
side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Nissan Micra Acenta ◆	5 door hatch	0.9 litre petrol	2WD	-	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**91%**

34.65 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. ADEQUATE protection was seen for the chest and lower legs of the driver. Dummy readings for the passenger showed GOOD protection for all critical body regions.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body regions. Protection of the rear passenger was GOOD or ADEQUATE except for the pelvis area which was rated as POOR. The pelvis slipped beneath the lap section of the seat belt and was not restrained properly during the crash.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

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

FRONTAL OFFSET#	7.82 (out of 8)
FULL WIDTH FRONTAL#	6.88 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.53 (out of 8)
WHIPLASH PROTECTION	1.61 (out of 3)
AEB - City	2.81 (out of 3)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck: 4.00 points  
Chest: 3.91 points  
Upper legs: 4.00 points  
Lower legs: 3.73 points  
Deductions: Nil



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: 4.00 points  
Deductions: Nil



Rear Passenger

Head: 4.00 points  
Neck: 3.94 points  
Chest: 3.59 points  
Upper legs: 0.00 points  
Deductions: -4.00 points (submarining)

## 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: 3.05 points  
Abdomen: 4.00 points  
Pelvis: 4.00 points  
Deductions: Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear: 0.00 points  
Front: 1.61 points



Driver / Front Passenger

## AEB - CITY (10-50 KM/H)

Score: 2.81 points

PERFORMANCE **GOOD**

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



**79%**

39.13 POINTS  
OUT OF 49

In the frontal offset test, protection of the chest of the 6 year dummy was MARGINAL, while the protection offered to all other critical body regions of both dummies was GOOD.

Protection of both child dummies in the side impact test was GOOD with maximum points scored.

The Nissan Micra is fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seating positions.

<b>DYNAMIC TEST (FRONT)</b>	11.13 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	12.00 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	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](http://www.childcarseats.com.au).

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

# PEDESTRIAN PROTECTION



**79%**  
33.41 POINTS  
OUT OF 42

The bonnet of the Nissan Micra provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded only 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. The AEB system showed GOOD performance in pedestrian test scenarios, with collisions avoided or mitigated in most scenarios.

<b>HEAD IMPACTS</b>	16.77 (out of 24)
<b>UPPER LEG IMPACTS</b>	6.00 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian</b>	4.64 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (VULNERABLE ROAD USER)

**SYSTEM NAME:** Autonomous Emergency Braking (VRU)  
**TYPE:** Autonomous emergency braking  
**OPERATIONAL FROM:** 10-60 km/h  
**DESCRIPTION:** Defaults ON for every journey.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AVOIDANCE	MITIGATION
Running adult crossing from far-side	Collision avoided up to 30 km/h	Impact mitigated up to 45 km/h
Walking adult crossing from near-side (-25%)	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Walking adult crossing from near-side (-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
<b>PERFORMANCE</b>	<b>GOOD</b>	

# SAFETY ASSIST



72%

8.67 POINTS  
OUT OF 12

The Nissan Micra is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW).

Tests of the AEB system showed ADEQUATE performance, with collisions avoided or mitigated in most test scenarios. Tests of the LSS system showed GOOD performance.

A driver-set speed limiter is standard equipment and seatbelt reminder system is fitted for all front and rear seating positions.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.50 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	2.70 (out of 3)
<b>AEB - Interurban</b>	1.47 (out of 3)

## SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION	SCORE
Speed Limit Information Function (SLIF)	N/A	0.00 points
Warning Function	Manually set	0.50 points
Speed Limitation Function	Manually set	1.00 points

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE

## LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Intelligent Lane Intervention  
OPERATIONAL FROM: 50-200 km/h  
WARNING: Haptic warning

LSS FEATURE	PERFORMANCE
Lane Departure Warning (LDW)	●
Lane Keep Assist (LKA)	●

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Intelligent Emergency Braking  
TYPE: Autonomous emergency braking with forward collision warning  
OPERATIONAL FROM: 10-200 km/h  
DESCRIPTION: Defaults on for every journey.

TEST SCENARIO	AUTONOMOUS EMERGENCY BRAKING FUNCTION	
	AUTO BRAKE FUNCTION ONLY	DRIVER REACTS TO WARNING
Approaching a stationary car	See AEB (City)	Crash avoided up to 40 km/h Crash speed reduced up to 70 km/h
	Crash avoided up to 50 km/h Crash speed reduced up to 70 km/h	Crash avoided up to 55 km/h Crash speed reduced up to 80 km/h
FOLLOWING A CAR AT A SHORT DISTANCE	Car in front brakes gently	Mitigation
	Car in front brakes harshly	Mitigation
FOLLOWING A CAR AT A LONG DISTANCE	Car in front brakes gently	Mitigation
	Car in front brakes harshly	Mitigation
PERFORMANCE	ADEQUATE	

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)	-	●
Seat belt pre-tensioners (rear centre)	-	✗
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)	-	●
Pre-crash systems	-	✗
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 Micra Acenta LHD
TESTED VEHICLE(S) BUILT	2017
TESTED BODY TYPE	5 door hatch
TESTED VEHICLE ENGINE	0.9 litre petrol
RATING PUBLISHED	12 December 2018
RATING UPDATED	n/a