

NISSAN NAVARA



APPLIES TO
All dual cab variants

BUILT FROM
July 2025

RATING CRITERIA
2023-2025

VEHICLE TYPE
Utility

ON SALE FROM
March 2026

RATING EXPIRES
December 2031

ENGINE / MOTOR TYPES
Diesel

MODEL SERIES
D27

AIRBAGS
Dual frontal, side chest, side head, centre, driver knee



ANCAP
SAFETY

TESTED
2024



The Nissan Navara launched in Australia and New Zealand in November 2025. This ANCAP safety rating applies to all dual cab variants.

The ANCAP safety rating for the Nissan Navara is based on testing of the closely-related Mitsubishi Triton. ANCAP was provided with technical information and additional test data to show that the test results of the Mitsubishi Triton are also applicable to the Nissan Navara.

Dual frontal, side chest-protecting and side head-protecting airbags and a driver knee airbag are standard. A centre airbag, which provides added protection to front seat occupants in side impact crashes, is also standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and a speed sign recognition system are standard.

SAFETY NOTE

Installation of child restraints in the centre seating position of the second row in dual cab variants is not recommended as there is no top tether anchorage.

ASSESSMENT SCORES



Adult Occupant Protection

86%

34.64 out of 40



Child Occupant Protection

89%

44.03 out of 49



Vulnerable Road User Protection

74%

47.01 out of 63



Safety Assist

70%

12.75 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Nissan Navara SL	Dual Cab Utility	2.4 litre diesel	4WD	✓	✓
Nissan Navara ST	Dual Cab Utility	2.4 litre diesel	4WD	✓	✓
Nissan Navara ST-X	Dual Cab Utility	2.4 litre diesel	4WD	✓	✓
Nissan Navara Pro-4X	Dual Cab Utility	2.4 litre diesel	4WD	✓	✓

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT APPLICABLE



Adult Occupant Protection

86%

34.64 out of 40

FRONTAL OFFSET (MPDB)*
5.63 points out of 8

OBLIQUE POLE*
5.89 points out of 6

RESCUE & EXTRICATION
3.50 points out of 4

FULL WIDTH FRONTAL*
6.02 points out of 8

WHIPLASH PROTECTION
3.59 points out of 4

SIDE IMPACT*
6.00 points out of 6

FAR SIDE IMPACT
4.00 points out of 4

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

The passenger compartment remained stable in the **frontal offset (MPDB) test**. Protection of the driver's chest and lower legs was ADEQUATE, while protection was GOOD for all other critical body regions for both the driver and front passenger.

The front structure of the Nissan Navara presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.16 point penalty (out of 8.00 points) was applied.

In the full width frontal test, protection of the driver dummy was GOOD for all critical body areas. For the rear passenger dummy, protection was ADEQUATE for the neck and WEAK for the chest. The pelvis of the rear passenger dummy slid underneath the lap portion of the seatbelt (submarining), which may result in an increased risk of abdominal injury, and a penalty was applied.

In the **side impact test**, protection offered to all critical body regions of the driver 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 Nissan Navara is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the **far side impact tests** was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the Nissan Navara would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h



	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	2.88 pts	4.00 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	3.54 pts	4.00 pts
Deductions	Nil	Nil



COMPATIBILITY	
Deductions	-3.16 pts

FULL WIDTH FRONTAL TEST - 50km/h



	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.66 pts
Chest	4.00 pts	0.43 pts
Upper Legs	4.00 pts	0.00 pts
Deductions	Nil	-4.00 pts (submarining)

SIDE IMPACT TEST - 60km/h



	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h



	DRIVER
Head	4.00 pts
Chest	3.72 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil



Adult Occupant Protection

86%

34.64 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h



SIDE IMPACT (60km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OBLIQUE POLE (32km/h)	DRIVER
Head	4.00 pts
Neck	4.00 pts
Chest & Abdomen	4.00 pts
Pelvis	No penalty



OCCUPANT-TO-OCCUPANT	
Head Contact	No penalty

WHIPLASH PROTECTION TESTS



	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.59 pts	1.00 pts

RESCUE & EXTRICATION



Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	2.00 pt default
Vehicle Submergence		
- Door opening	●	0.50 pts
- Window opening	✗	Not available

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✗ NOT AVAILABLE - N/A



Child Occupant Protection

89%

44.03 out of 49

DYNAMIC TEST (FRONT)
16.00 points out of 16

RESTRAINT INSTALLATION
11.03 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
9.00 points out of 13

In the **frontal offset** and **side impact** tests, protection of the 10 year and 6 year dummies was GOOD and maximum points were scored in both tests.

Dual cab variants of the Nissan Navara are fitted with lower ISOFix anchorages and top tether anchorages on the rear outboard seats. Installation of child restraints in the rear centre seating position of the dual cab is not recommended as there is no top tether anchorage.

A child presence detection (CPD) system is not available.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in the rear outboard seating positions, however the Type A capsule could not be correctly installed in the rear outboard seating positions using either the seatbelt or the ISOfix anchorages.

Installation of child restraints in the second row centre seating position in dual cab variants is not recommended as there is no top tether anchorage.

FRONTAL OFFSET (MPDB) TEST - 50km/h

SIDE IMPACT TEST - 60km/h



6 YEAR OLD 10 YEAR OLD



10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✗	●	✗	-	-
Top Tether Anchorage	✗	●	✗	-	-
Airbag Disabling	●	-	-	-	-
Child Presence Detection 0.00 pts (out of 4.00pts)	✗	✗	✗	-	-

● FITTED AS STANDARD ✗ NOT AVAILABLE - N/A

CHILD RESTRAINT TYPE ^{^*}	FRONT ROW PASSENGER			2nd ROW			3rd ROW		
	L	C	R	L	C	R	L	C	R
BELETED									
Rearward-facing capsule	✗	●	✗	●	-	-	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	✗	●	-	-	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	✗	●	-	-	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	✗	●	-	-	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	✗	●	-	-	-	-	-
Booster - 4 to 8 years	✗	●	✗	●	-	-	-	-	-
Booster - 4 to 10 years	✗	●	✗	●	-	-	-	-	-
ISOFIX									
Rearward-facing capsule	✗	●	✗	●	-	-	-	-	-
Rearward-facing with harness - convertible (Model A)	✗	●	✗	●	-	-	-	-	-
Rearward-facing with harness - convertible (Model B)	✗	●	✗	●	-	-	-	-	-
Forward-facing with harness - convertible (Model A)	✗	●	✗	●	-	-	-	-	-
Forward-facing with harness - convertible (Model B)	✗	●	✗	●	-	-	-	-	-

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✗ INSTALLATION NOT ALLOWED - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.childrestraints.com.au. * 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 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.



Vulnerable Road User Protection

74%
47.01 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) 12.16 points out of 18	KNEE & TIBIA PROTECTION 9.00 points out of 9	AEB CYCLIST 7.00 points out of 9
PELVIS PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Forward) 5.40 points out of 7	AEB MOTORCYCLE 1.21 points out of 6
FEMUR PROTECTION 4.50 points out of 4.5	AEB PEDESTRIAN (Backover) 0.50 points out of 2	LSS MOTORCYCLE 2.75 points out of 3

In pedestrian impact tests, the bonnet provided a mix of GOOD and ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded on the stiff windscreen pillars and front edge of the bonnet surface. GOOD protection was provided for the pelvis, the femurs and the lower legs.

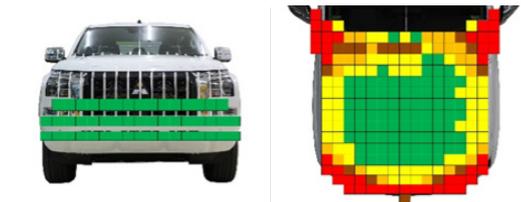
The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed GOOD performance in **AEB Pedestrian** test scenarios, with collisions avoided or mitigated in most forward tests.

Performance in reverse (**AEB Backover**) scenarios for the tested dual cab utility variant was limited to slower speeds with a stationary pedestrian, and was assessed overall as WEAK.

Performance was GOOD in **AEB Cyclist** test scenarios with collisions avoided or mitigated at all test speeds, including in turning scenarios. The vehicle does not provide any warning when a bicycle is approaching from behind (cyclist anti-dooring).

The AEB system fitted to the Navara is capable of detecting and responding to motorcyclists in forwards travel scenarios and mixed performance was seen. Turn across path motorcycle tests were not conducted as the tested vehicle was not fitted with a system capable of performance in these scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS



AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Intelligent Emergency Braking
Type	Autonomous emergency braking with forward collision warning
Operational From	10-80km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD

CYCLIST DOORING

Information (driver door)	✗
Warning (driver door)	✗
Retention (driver door)	✗
Warning or retention (all other doors)	✗

● PASS ✗ FAIL - N/A

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Vulnerable Road User Protection

74%

47.01 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h	GOOD	GOOD	GOOD	WEAK
8km/h	WEAK	WEAK	WEAK	WEAK
PERFORMANCE	WEAK			

AEB PEDESTRIAN TEST SCENARIOS (forward)	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	WEAK	MARGINAL	MARGINAL	MARGINAL
	GOOD													

AEB MOTORCYCLE TEST SCENARIOS (forward)	Driving towards a stationary motorcycle			Driving towards a braking motorcycle (25% offset)			Turning across the path of an oncoming motorcycle		
	100% OFFSET			12m HEADWAY			40m HEADWAY		
AEB (10-50km/h)	MARGINAL	WEAK	GOOD	MARGINAL	WEAK	GOOD	POOR	POOR	POOR
FCW (30-80km/h)	MARGINAL	WEAK	GOOD	MARGINAL	WEAK	GOOD	POOR	POOR	POOR
PERFORMANCE	MARGINAL						POOR		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name Intelligent Lane Intervention
Operational From 50 - 130 km/h

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle	Oncoming motorcycle	Overtaking motorcycle (EMT at 72km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	GOOD	GOOD	WEAK	GOOD	GOOD
	GOOD				

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

70%

12.75 out of 18

SEAT BELT REMINDERS
1.00 points out of 1

AEB / AES (Car-to-Car)
3.69 points out of 4

LANE SUPPORT SYSTEMS
3.00 points out of 3

DRIVER MONITORING
1.65 points out of 2

AEB / AES (Junction & Crossing)
1.00 points out of 4

SPEED ASSISTANCE SYSTEMS
2.41 points out of 3

AEB / AES (Head-On)
0.00 points out of 1

The Nissan Navara is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in all test scenarios, including in **AEB Junction Assist** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle. The AEB system does not react when crossing the path of another vehicle or in **AEB Head-On** scenarios, and these tests were not conducted.

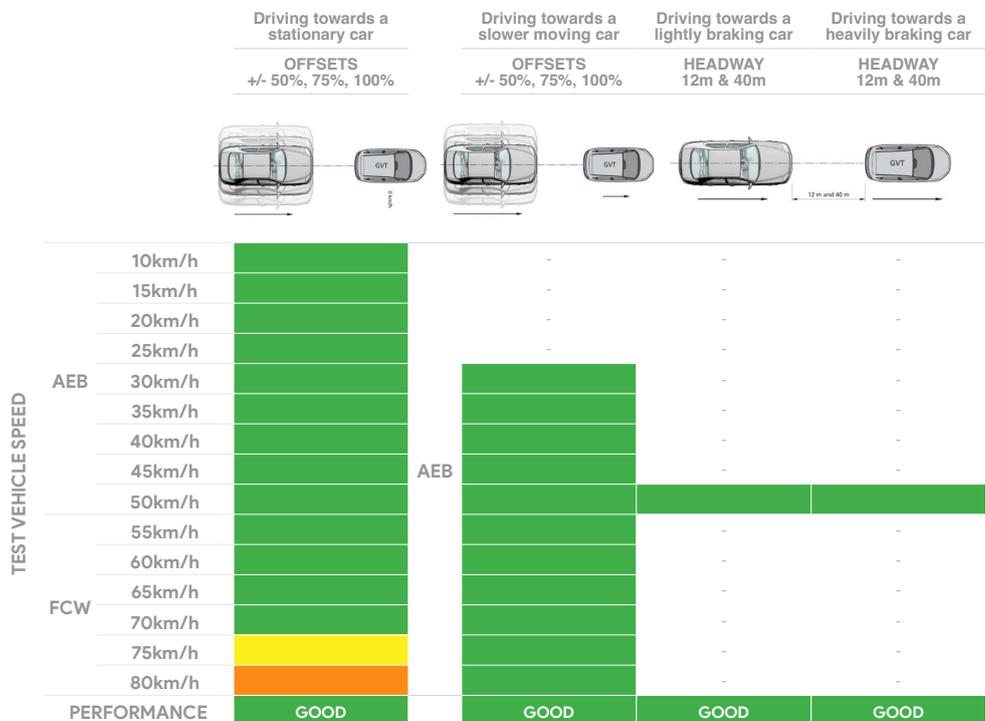
Tests of **lane support system** functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A **speed assistance system** (SAS) with speed limit information function (SLIF) is standard, with automatic variants having intelligent adaptive cruise control (iACC) and manual variants using intelligent speed limiter (ISL). Both types inform the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A direct driver monitoring system (DMS) is fitted as standard. The system warns the driver if drowsiness or distraction are detected, and adjusts the vehicle sensitivity (lane departure warning and forward collision warning) accordingly.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Intelligent Emergency Braking
Type	Autonomous emergency braking with forward collision warning
Operational From	10 - 130 km/h





Safety Assist

70%

12.75 out of 18

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

		JUNCTION ASSIST Turning across the path of an oncoming vehicle			CROSSING (T-BONE) Crossing the path of another vehicle				
TARGET VEHICLE SPEED		30km/h	45km/h	60km/h	20km/h	30km/h	40km/h	50km/h	60km/h
TEST VEHICLE SPEED	Start from stop	GOOD			POOR				
	10km/h	GOOD			-	-	-	-	-
	15km/h	GOOD			-	-	-	-	-
	20km/h	GOOD			POOR				
	30km/h	-	-	-	POOR				
	40km/h	-	-	-	POOR				
	50km/h	-	-	-	POOR				
	60km/h	-	-	-	POOR				
PERFORMANCE		GOOD			POOR				

		TARGET VEHICLE SPEED		HEAD-ON In the path of oncoming vehicle	
		50km/h	70km/h	50km/h	70km/h
TEST VEHICLE SPEED	Travelling straight	50km/h	-	POOR	-
		70km/h	-	-	POOR
	Lane change	50km/h	-	POOR	-
		70km/h	-	-	POOR
PERFORMANCE		GOOD		POOR	

LANE SUPPORT SYSTEMS (Car-to-Car)

System Name Intelligent Lane Intervention
Operational From 50-120 km/h

		Dashed line		Solid line	
LANE KEEP ASSIST (LKA) TEST SCENARIOS Car-to-Car					
PERFORMANCE		GOOD			

		Overtaking vehicle (GVT at 72km/h)		Overtaking vehicle (GVT at 80km/h)		Road edge		Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL				
EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Car									
PERFORMANCE		GOOD							

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED
 ■ NOT TESTED



Safety Assist

70%

12.75 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	●	●
Fatigue	●	●
Unresponsive Driver	-	✗

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	●
Intelligent Speed Limitation (ISL)	✗

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	●
AEB: Restraint activation / dynamic retractors	✗
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	●

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	●
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	●
Seat belt pre-tensioners (rear centre seat) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard seats) - 3rd row	-	-
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - centre	●	●
Airbag - knee (driver)	●	●
Airbag - knee (front passenger)	✗	✗
Airbag - pedestrian (external)	✗	✗
Airbag disabling switch - automatic (front passenger)	●	●
Airbag disabling switch - manual (front passenger)	✗	✗
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	●
- AEB Backover	●	●
- AEB Cyclist	●	●
- AEB Motorcycle	●	●
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Pedestrian)	●	●
- AEB Junction (Cyclist)	●	●
- AEB Junction (Motorcycle)	●	●
Autonomous emergency braking (AEB) - Crossing	✗	✗
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence detection / alert	✗	✗
Cyclist dooring detection / alert	✗	✗
Driver monitoring system - Indirect	✗	✗
Driver monitoring system - Direct	●	●
Forward collision warning (FCW)	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	●
- LKA (Car-to-Motorcycle)	●	●
Secondary / multi-collision brake	●	●
Speed assistance - intelligent adaptive cruise control (iACC)	●	●
Speed assistance - auto / intelligent speed limiter	✗	✗
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

● STANDARD ● AVAILABLE ON HIGHER VARIANTS ● OPTIONAL ✗ NOT AVAILABLE - NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Mitsubishi Triton, GLS, RHD

TESTED VEHICLE ENGINE
2.4 litre diesel

RATING UPDATED
December 2025

TESTED BODY TYPE
Dual Cab Utility

RATING PUBLISHED
November 2025