

ANCAP Safety Rating

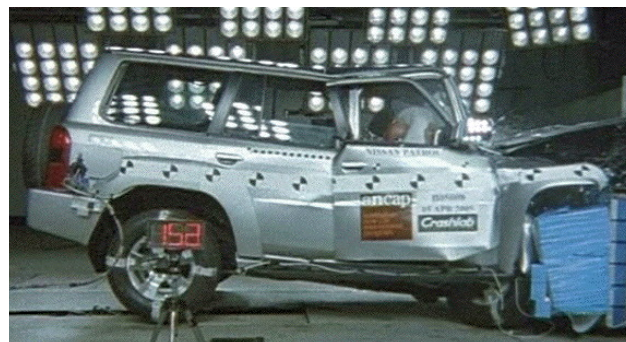
NISSAN PATROL Y61 (2004 - onward)



Test Vehicle(s).

Variant:	Nissan Patrol Y61 3.0 diesel
Kerb Mass:	2460 kg
Built:	10/04
Engine:	3 litre diesel
Category:	Large SUV
Variant Applicability*:	Y61 series with 3 litre diesel engine

Note: The Y61 series Patrol continues to be sold alongside the newer Y62 model. The Y62 series Patrol is unrated.



Frontal offset test at 64 km/h

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Dual Frontal	Standard from Dec 2011	6.17 (out of 16)	16.00 (out of 16)	N/A (out of 2)	N/A	MARGINAL	0 (out of 3)	22.17 (out of 37)	★★★★★

The Y61 series Nissan Patrol was introduced in Australia and New Zealand in 2004. This ANCAP safety rating applies to Y61 series Patrols with a 3 litre diesel engine, including those with side curtain airbags. This rating does not apply to the newer Y62 series Patrol.

Dual frontal airbags are standard on the Y61. Antilock brakes (ABS) and electronic stability control (ESC) are now also standard. Side curtain airbags are available on some variants. Some variants have side airbags that protect the chest but not the head.

In the frontal offset test, driver head protection was acceptable, chest protection was marginal. Leg and foot protection was poor. Passenger chest protection was marginal and leg protection was acceptable. No side impact or pole tests were conducted.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	3.00 points
Chest:	1.17 points
Upper legs:	2.00 points
Lower legs:	0.00 points

The passenger compartment was compromised in the frontal offset crash test. The front wheel and tyre moved rearwards substantially and intruded into the driver's footwell, which ruptured. All doors remained closed during the crash. After the crash, tools were required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the test vehicle. Experience shows that large vehicles like the Patrol can be expected to perform well in this test. ANCAP has adopted a policy of awarding these types of vehicles a default score of 16 points (out of 16).

Pole Test.

Scored out of 2 points

The Y61 Patrol was not eligible for a pole test.

Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol

Not tested.

Injury Outcomes.

Frontal Offset
Driver



Passenger



Side Impact
Driver



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PEDESTRIAN PROTECTION

Pedestrian Test.

MARGINAL - Scored 8.21 out of 36 points

Child head impacts: 0.00 points
 Adult head impacts: 7.33 points
 Upper leg impacts: 0.88 points
 Lower leg impacts: 0.00 points

Child head protection was poor. Adult head protection was mixed.
 Adult leg and pelvis protection was mostly poor (v4.1).

Adult headform impacts

Child headform impacts



Upper legform impacts



Nissan Patrol Y61

SAFETY FEATURES (2013 model[^])

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	V
Side airbags (head protection) - front seats	V
Side airbags (head protection) - 2nd row seats	V
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	X
Seat belt pretensioners (front / rear outboard)	X / X
Intelligent seat belt reminder - driver	X
Intelligent seat belt reminder - front passenger	X
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	X
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	V
Emergency brake assist (EBA)	S from Aug 13
Electronic stability control (ESC)	S from Dec 11
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X

S = Standard on all variants.
 O = Optional on base variant. May be standard on higher variants.
 V = Not available on base variant but standard or optional on higher variants.
 X = Not available on any variant
[^] = Different safety features may have been included / excluded on some variants of earlier models.

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INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
Head			
HIC	463.00	258.00	
Acceleration (g for 3ms)	56.00	40.20	
Neck			
Shear (kN)	0.63	0.50	
Tension (kN)	1.67	1.37	
Extension (Nm)	18.80	27.70	
Chest			
Acceleration (g for 3ms)			
Compression (mm)	34.10	34.50	
Viscous criterion (m/s)	0.15	0.18	
Abdomen			
Force (kN)	-	-	
Pelvis			
Force (kN)	-	-	
Upper legs			
Femur force left (kN)	1.17	1.22	
Femur force right (kN)	2.43	2.03	
Knee displacement left (mm)	3.74	4.32	
Knee displacement right (mm)	3.67	5.34	
Lower legs			
Force left (kN)	1.74	2.19	
Force right (kN)	6.04	2.72	
Index (upper / lower) left	0.38 / 0.36	0.30 / 0.14	
Index (upper / lower) right	0.76 / 2.49	0.48 / 0.27	

HIGH-SEAT VEHICLE
DEFAULT SCORE AWARDED

INTRUSION MEASUREMENTS

Steering Column

Forwards:	134mm
Upwards:	148mm
Sideways:	41mm

Pedals

Brake (rearwards):	274mm
Brake (upwards):	181mm
A-Pillar (rearwards):	105mm

Note: Steering column and pedal movements are measured relative to the driver's seat.

SCORE DEDUCTIONS

Deductions from frontal offset test scores

Excessive steering column movement:	1 point from head score
Excessive A-pillar movement:	0.1 point from chest score
Loss of cabin integrity:	1 point from chest score
Left knee hazard for driver:	2 points from upper leg score
Right knee hazard for driver:	2 points from upper leg score [#]
Excessive brake pedal rearward movement:	4 points from foot score
Footwell rupture:	1 point from foot score

[#] Maximum deduction is 2 points from a body region, except foot.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, 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 extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

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