

# NISSAN JUKE

JUNE 2020 - ONWARDS  
ALL VARIANTS



TESTED  
2019



NISSAN JUKE

## OVERVIEW

The Nissan Juke was introduced in Australia and New Zealand in June 2020. This ANCAP safety rating applies to all variants.

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

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW) and blind spot monitor (BSM), are standard on all variants.

**ANCAP SAFETY RATING**



**RATING YEAR (DATESTAMP)**

2019

**VEHICLE TYPE**

SMALL SUV

**AIRBAGS**

Dual frontal, side chest, side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Nissan Juke ST	5 door SUV	1.0 litre petrol	2WD	✓	✓
Nissan Juke ST+	5 door SUV	1.0 litre petrol	2WD	✓	-
Nissan Juke ST-L	5 door SUV	1.0 litre petrol	2WD	✓	✓
Nissan Juke TI	5 door SUV	1.0 litre petrol	2WD	✓	✓

# ADULT OCCUPANT PROTECTION



**94%**  
36.03 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Protection of the driver chest and lower legs was ADEQUATE, with GOOD protection offered to all other body regions. GOOD protection was offered to all critical body regions of the passenger.

In the full width frontal test, protection was ADEQUATE for the chest of the driver and the rear passenger as well as the neck of the rear passenger. Protection was GOOD for all other critical body regions for both the driver and rear passenger.

In the side impact test, protection offered to all critical body regions of the driver was GOOD.

In the oblique pole test, protection was MARGINAL 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#	7.84 (out of 8)
FULL WIDTH FRONTAL#	7.40 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	7.33 (out of 8)
WHIPLASH PROTECTION	1.60 (out of 2)
AEB - City	3.86 (out of 4)

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

## FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 pts
Chest:	3.77 pts
Upper legs:	4.00 pts
Lower legs:	3.91 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.97 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	3.90 pts
Chest:	2.72 pts
Upper legs:	4.00 pts
Deductions:	Nil

## 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



Driver

Head:	4.00 points
Chest:	2.67 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## OBLIQUE POLE TEST (32 KM/H)

## WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.38 points
Front:	1.22 points



Driver / Front Passenger

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

Score: 3.86 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

■ GOOD 
 ■ ADEQUATE 
 ■ MARGINAL 
 ■ WEAK 
 ■ POOR

# CHILD OCCUPANT PROTECTION



**87%**

43.11 POINTS  
OUT OF 49

In the frontal offset test, protection was ADEQUATE for the neck of both the 10 year and 6 year dummies and the head of the 6 year dummy, while the protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Nissan Juke is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed GOOD results, and the Nissan Juke scored full points for this assessment.

<b>DYNAMIC TEST (FRONT)</b>	15.11 (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

# CHILD OCCUPANT PROTECTION



87%

43.11 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

	CHILD RESTRAINT (CRS) TYPE <sup>^</sup>	FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above 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.

● INSTALL WITHOUT PROBLEM   ● INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   × INSTALLATION NOT ALLOWED   - NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION



81%

38.98 POINTS  
OUT OF 48

The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian, while MARGINAL and POOR results were recorded at the rear of the bonnet, at the base of the windscreen and 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 such as pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios under both daylight and night-time conditions. GOOD performance was also seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds. The system's overall performance was classified as GOOD.

HEAD IMPACTS	15.13	(out of 24)
UPPER LEG IMPACTS	6.00	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	5.86	(out of 6)
AEB - Cyclist	6.00	(out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** Intelligent Emergency Braking (IEB)  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 5-200 km/h  
**DESCRIPTION:** System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist					
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING		Cyclist crossing from kerb		Cyclist travelling along road (50%)	FORWARD COLLISION WARNING
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
	[Car icon]		[Car icon]		[Car icon]		[Car icon]		[Car icon]		[Car icon]		[Car icon]		[Car icon]	[Car icon]
PERFORMANCE	GOOD										GOOD					

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



71%

9.29 POINTS  
OUT OF 13

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

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most test scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as GOOD.

Tests of the LSS functionality showed GOOD performance in lane keep assist (LKA) tests, however the system does not intervene in more critical emergency lane keeping (ELK) scenarios and overall performance was classified as ADEQUATE.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions.

<b>SPEED ASSISTANCE SYSTEMS</b>	1.20 (out of 3)
<b>SEAT BELT REMINDERS</b>	3.00 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	2.50 (out of 4)
<b>AEB - Interurban</b>	2.59 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Intelligent Lane Intervention (ILI)  
**OPERATIONAL FROM:** 55-120 km/h

		EMERGENCY LANE KEEPING (ELK)						
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

		LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge		
PERFORMANCE	GOOD										

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



71%

9.29 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** Intelligent Emergency Braking (IEB)  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 5-200 km/h  
**DESCRIPTION:** Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)																																						
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>PASS</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	PASS	Restraint activation / dynamic retractors	[NOT FITTED]																																	
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GOOD				GOOD																																		
PERFORMANCE	GOOD																																					

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Speed Limiter / Traffic Sign Recognition

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera based
Speed Limitation Function	Manually set

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual Warning	●	●	●
Audible Warning	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

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) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 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 - 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  
 TESTED VEHICLE(S) BUILT  
 TESTED BODY TYPE  
 TESTED VEHICLE ENGINE  
 RATING PUBLISHED  
 RATING UPDATED

Nissan Juke N-Connecta LHD  
 2019  
 5 door SUV  
 1.0L petrol  
 May 2020  
 N/A