

Crash Tests

New Car Safety

Nissan Urvan (E25)

06/2001 on 01/0001 - Dual Frontal

Overall Evaluation



Overall Score

8.49 out of 37

Variant: Van

Engine: 3 litre diesel
Category: Van

New Zealand only

Model History and Safety Features

The tested model of Nissan Urvan was first manufactured in 2001. It is available in New Zealand but not Australia. After ANCAP decided to crash test this model it was advised that stocks of new models were no longer being shipped to New Zealand. However, in view of the second-hand imported vehicle market in New Zealand, ANCAP decided to proceed with the crash test.

Dual front airbags and antilock brakes (ABS) are standard equipment. A load-sensing brake valve is also standard.

Pretensioners are fitted to the front outboard seat belts to reduce slack in the event of a crash. A two point seat belt is fitted to the fold-down centre front seat. This provides inferior protection compared with a three-point seat belt. This seating position also lacks airbag protection.

Overall Evaluation: 1

1 Star. The Urvan scored just 1.32 out of 16 in the offset crash test. The passenger compartment deformed excessively. Protection from serious head and foot injury was poor for the driver. Neck, chest and leg protection were weak.

The vehicle was awarded a default score of 16 out of 16 in the side impact crash test. However, the low offset score meant that the vehicle was limited to a 1 star rating and an overall score of 8.49 (the maximum available for a 1 star rating).

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck zero pts, chest 0.37 pts, upper legs 0.95 pts, lower legs/feet zero pts.

The passenger compartment lost structural integrity in the offset crash test. The brake pedal moved rearwards by 367 mm and upwards 206 mm, to a position where it posed a hazard to the groin of the dummy. The steering wheel hub moved 11 mm rearward, 191 mm upward and 3 mm sideways. The front ("A") pillar moved 143 mm rearwards. All doors remained closed during the crash. After the crash tools were required to open the driver's door. The dummy's left foot was trapped by the deformed footwell and the dummy leg was dismantled for extrication. There was a leak from the diesel fuel tank. The top of the tank had been speared by the front suspension torsion bar which displaced rearwards in the crash.

Due to steering column movement, the airbag tended to deploy upwards. The airbag partly deployed under the driver's chin, causing excessive bending of the neck. Airbag contact was unstable. Steering column and dash components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. There was no sign of passenger knee contacts.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4 pts, chest 4 pts, abdomen 4 pts, pelvis 4 pts.

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the vehicle under test. It is based on a regulation test but the regulation does not apply to vehicles with a high seat height like the Urvan. Experience shows that such vehicles can be expected to perform well in this test so ANCAP has decided to award full score for these vehicles instead of conducting a crash test.

Pedestrian rating (v4.1)

(0 stars)

Not Tested

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test aa 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	684	289	
- Acceleration (g for 3ms)	82	43.3	
Neck			
- Shear (kN)	0.64	0.77	
- Tension (kN)	2.13	1.47	
- Extension (Nm)	55.5	16.4	
Chest			
- Acceleration (g for 3ms)	40.3	34.9	
- Compression (mm)	34.4	33.4	
- Viscous Criterion (m/s)	0.16	0.17	
Abdomen			
- Force (kN)			
Pelvis			
- Force (kN)			
Upper Legs Force (kN)			
- Left	1.56	0.05	
- Right	4.17	0.02	
Knee Displacement (kN)			
- Left	1.55	0.77	
- Right	8.36	0.15	
Lower Legs Force (kN)			
- Left	3.9	0.9	
- Right	4.75	1.29	
Index (Upper Lower)			
- Left	0.66 0.34	0.5 0.77	
- Right	0.68 0.42	0.43 0.54	

Bonus points (maximum 5)

Pole Test: Not eligible no head protecting airbags

Seat Belt Reminders: None

Modifiers for offset test scores

Head	Steering column movement & airbag instability	2 pt deduction
Chest	A-pillar movement, loss of structure	1.86pt deduction
Upper leg	Variable & Conc Loading	2 pt deduction L & R
Lower leg	Pedal Upward	1 pt deduction
Foot score	Pedal rear movement & footwell rupture	zero points
Structure	Note: Steering column & pedal movements are	measured relative to the driver's seat.

Modifiers for side impact test scores

Head	Default score awarded
Chest	
Upper leg	
Lower leg	
Foot score	
Structure	



Version 1, Published on: 19/05/2009
Published by
New Car Assessment Program
PO Box 1555
Canberra ACT Australia 2601