

NISSAN PATHFINDER

DECEMBER 2022 - ONWARDS
ALL VARIANTS



ANCAP

SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Large SUV
ENGINE TYPE	Petrol
BUILT FROM	July 2022
ON SALE FROM	December 2022
SERIES	R53
AIRBAGS	Dual frontal, side chest, side head, centre

The Nissan Pathfinder was introduced in Australia and New Zealand in December 2022. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags (all three rows) 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, Junction Assist and Backover) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK) and an advanced speed assistance system (SAS) are standard equipment.



86%

ADULT OCCUPANT
PROTECTION



93%

CHILD OCCUPANT
PROTECTION



78%

VULNERABLE ROAD USER
PROTECTION



85%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Nissan Pathfinder ST	5 door SUV	3.5 litre petrol	2WD	✓	-
Nissan Pathfinder ST-L ♦	5 door SUV	3.5 litre petrol	2WD	✓	-
Nissan Pathfinder Ti ♦	5 door SUV	3.5 litre petrol	2WD	✓	-
Nissan Pathfinder ST	5 door SUV	3.5 litre petrol	4WD	✓	-
Nissan Pathfinder ST-L	5 door SUV	3.5 litre petrol	4WD	✓	-
Nissan Pathfinder Ti	5 door SUV	3.5 litre petrol	4WD	✓	✓
Nissan Pathfinder Ti-L	5 door SUV	3.5 litre petrol	4WD	✓	✓

ADULT OCCUPANT PROTECTION



86%

32.87 POINTS
OUT OF 38

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

The front structure of the Nissan Pathfinder presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.87 point penalty was applied.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the chest and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE while protection of the chest was rated WEAK. Forward excursion of the rear passenger head was relatively high, and a penalty was applied. Protection of the pelvis and upper legs was GOOD.

In both the side impact and the oblique pole tests, protection of all critical body areas for the driver was GOOD and the vehicle scored maximum points in these tests.

The Nissan Pathfinder is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impacts and it provided 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 GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in 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 not fitted.

FRONTAL OFFSET (MPDB)[#]	6.53	(out of 8)
FULL WIDTH FRONTAL[#]	6.67	(out of 8)
SIDE IMPACT[#]	6.00	(out of 6)
OBLIQUE POLE[#]	6.00	(out of 6)
WHIPLASH PROTECTION	3.34	(out of 4)
FAR SIDE IMPACT	3.33	(out of 4)
RESCUE & EXTRICATION	1.00	(out of 2)

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

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	3.03 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

COMPATIBILITY

Deductions:	-1.87 pts
-------------	-----------

FULL WIDTH FRONTAL (50km/h)



DRIVER

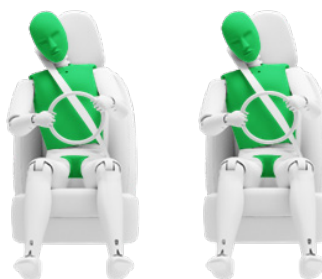
Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.61 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	2.00 pts
Neck:	3.82 pts
Chest:	1.24 pts
Upper legs:	4.00 pts
Deductions:	-2.00 pts (head excursion)

SIDE IMPACT

OBLIQUE POLE



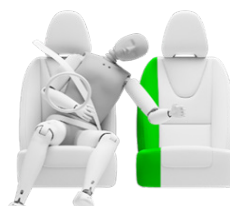
SIDE IMPACT (MDB) (60km/h)

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

OBLIQUE POLE (32km/h)

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

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	4.00 pts
Neck:	0.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact:	No penalty
---------------	------------



WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.47 pts
Rear passenger:	0.88 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	✗	Not available
Advanced eCall	✗	1.00 pt default



93%

45.80 POINTS
OUT OF 49

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 these tests.

The Nissan Pathfinder is fitted with lower ISOFix anchorages and top tether anchorages on all three seats in the second row and also in the left seat of the third row.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, though one of the selected Type A convertible restraints and one Type B convertible restraint could not be correctly installed using the third row ISOFix anchorages.

DYNAMIC TEST (FRONT)	16.00	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	11.80	(out of 12)
ON-BOARD SAFETY FEATURES	10.00	(out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/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

Left hand seat only

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



93%

45.80 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

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

^ 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.



78%

42.31 POINTS
OUT OF 54

The protection provided by the bonnet to the head of a struck pedestrian was predominantly GOOD to ADEQUATE with some WEAK and POOR results recorded at the base of the windscreen, on the stiff windscreen pillars and front of the bonnet.

Protection of the pelvis was mixed, with areas of GOOD and POOR performance while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system offered ADEQUATE performance in pedestrian test scenarios. Nissan has advised that the AEB system does react to pedestrians while reversing, however the system was not tested and no score was awarded. GOOD performance was seen in cyclist test scenarios with collisions avoided or mitigated at all test speeds.

HEAD IMPACTS	17.64 (out of 24)
UPPER LEG IMPACTS	4.15 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	6.33 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	8.20 (out of 9)

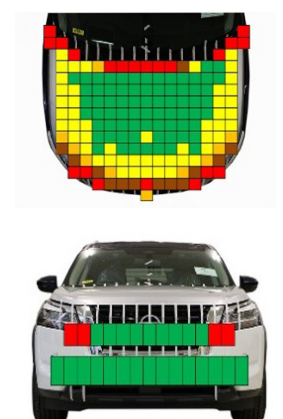
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Auto-Brake with Forward Collision Warning
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-80 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER			
	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, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE				-						-		-		
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST										
TEST SCENARIO	FCW		FORWARD							
	Cyclist travelling along road (25%)		Cyclist crossing from kerb (obstructed)		Cyclist travelling along road (50%)		Cyclist crossing (nearside)		Cyclist crossing (farside)	
	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY
PERFORMANCE										
GOOD										

PEDESTRIAN IMPACT TEST (40 KM/H)





85%

13.61 POINTS
OUT OF 16

The Nissan Pathfinder is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds, 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 scenarios, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of lane support system functionality showed GOOD performance, including in all of the more critical emergency lane keeping test scenarios and full points were scored.

A speed assistance system (SAS) is standard. This system identifies the local speed limit and allows the driver to set the speed accordingly, however the Speed Control Function did not maintain the speed within the required tolerance, limiting the SAS score.

A seatbelt reminder system with occupancy detection is fitted to all seating positions in the first, second and third seating rows. A driver drowsiness monitor system not available.

OCCUPANT STATUS

- Seat belt reminders 2.00 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 0.90 (out of 3)

LANE SUPPORT SYSTEMS 4.00 (out of 4)

AEB - Car-to-Car 3.71 (out of 4)

AEB - Junction Assist 2.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: LDW, MSW, ILI, ELA
OPERATIONAL FROM: 60-120 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				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE										
GOOD										

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

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	[NOT FITTED]
	Blind Spot Monitoring (BSM)	PASS



85%

13.61 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Auto-Brake with Forward Collision Warning
 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	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

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

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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 - centre	●	●
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)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	●	●
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	✗	✗
Blind spot monitor (BSM)	●	●
Child presence alert	●	●
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	✗	✗
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
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	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Nissan Pathfinder RHD
TESTED VEHICLE(S) BUILT	2022
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	3.5 litre petrol
RATING PUBLISHED	December 2022
RATING UPDATED	n/a

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.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS