



Nissan X Trail

RATING	SCORE	Front: 9	Side: 15	Seatbelt reminder: 2	Pole: 0
 ADULT OCCUPANT ★★☆☆☆	26				
 PEDESTRIAN ★★☆☆☆	10				

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Kiddy 2000, rearward facing
3 year old Child	Britax Roemer Duo, forward facing

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Nissan X-Trail 2.0ltr
Body type	5 door Translation not found
Year of publication	2002
Kerb weight	1455
VIN from which rating applies	SJN1TANT30U0018076

Comments

The first X-trails that Euro NCAP tested showed weaknesses that Nissan decided to correct. The results shown here are for upgraded cars. Nissan's modifications improved the stability of the off-roader's body, but its head-protecting side airbag still did not work as it should in the pole test. The rear-facing restraint for the 18 month old did not fully protect his chest and neck. Finally, protection given to pedestrians was above average.

Front impact

The body withstood the collision well. There was little distortion of the driver's footwell or the frame of his door but the distance that the brake and clutch were pushed back could have injured him. The restraint system also generated fairly high chest loads. The driver ran the risk of severe injury to his left leg because it came into contact with hard points behind the fascia. The centre rear belt was of a three point type that gives much better protection than that of a lap-only belt.

Side impact

The X-Trail performed well, as a tall vehicle with high-set seating should. But the thorax and head protecting airbag did not safeguard the driver in the pole test. Although it deployed correctly, it provided too little cushioning. Loads were also transferred from the driver dummy's back to the seat in an unrealistic manner, reducing the loads measured on the chest. Finally, testers noted that the rear door on the struck side came partly unlatched but did not open.

Child occupant

The restraints for the 3-year-old used lower ISOFIX anchorages and a top tether. His was forward-facing and protected him in the front and side impacts. The 18-month-old's was rear facing but did not keep him from harm in the frontal impact. This is unusual, because rear-facing restraints are usually best for very young children. However their heads were protected within the seat shell for both impacts. If owners wish to fit a rear-facing restraint on the front passenger's seat, they can ask dealers to disconnect the frontal airbag.

Pedestrian

Protection where an adult's head might strike was above average, giving the X-trail its two stars.