

# NISSAN X-TRAIL

NOVEMBER 2022 - ONWARDS  
ALL VARIANTS



**ANCAP**  
SAFETY

TESTED  
2021



|                     |                                             |
|---------------------|---------------------------------------------|
| <b>RATING YEAR</b>  | 2021                                        |
| <b>VEHICLE TYPE</b> | Medium SUV                                  |
| <b>ENGINE TYPE</b>  | Petrol / Hybrid                             |
| <b>BUILT FROM</b>   | August 2022                                 |
| <b>ON SALE FROM</b> | November 2022                               |
| <b>SERIES</b>       | T33                                         |
| <b>AIRBAGS</b>      | Dual frontal, side chest, side head, centre |



The Nissan X-Trail was introduced in Australia and New Zealand in November 2022. The ANCAP safety rating for the Nissan X-Trail is based on testing of its partner model, the Nissan Qashqai, conducted in 2021. ANCAP was provided with technical information and additional tests were conducted to show that the Qashqai rating is also applicable to the X-Trail. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting airbags 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 on all variants.



**91%**

ADULT OCCUPANT  
PROTECTION



**90%**

CHILD OCCUPANT  
PROTECTION



**74%**

VULNERABLE ROAD USER  
PROTECTION



**97%**

SAFETY  
ASSIST

## RATING APPLICABILITY

| VARIANT                     | BODY TYPE  | ENGINE           | DRIVETRAIN | AUS | NZ |
|-----------------------------|------------|------------------|------------|-----|----|
| Nissan X-TRAIL ST           | 5 door SUV | 2.5 litre petrol | 2WD        | ✓   | ✓  |
| Nissan X-TRAIL ST-L         | 5 door SUV | 2.5 litre petrol | 2WD        | ✓   | ✓  |
| Nissan X-TRAIL ST           | 5 door SUV | 2.5 litre petrol | 4WD        | ✓   | ✓  |
| Nissan X-TRAIL ST-L         | 5 door SUV | 2.5 litre petrol | 4WD        | ✓   | ✓  |
| Nissan X-TRAIL Ti           | 5 door SUV | 2.5 litre petrol | 4WD        | ✓   | ✓  |
| Nissan X-TRAIL Ti-L         | 5 door SUV | 2.5 litre petrol | 4WD        | ✓   | ✓  |
| Nissan X-TRAIL ST-L e-POWER | 5 door SUV | 1.5 litre hybrid | 4WD        | ✓   | ✓  |
| Nissan X-TRAIL Ti e-POWER   | 5 door SUV | 1.5 litre hybrid | 4WD        | ✓   | ✓  |
| Nissan X-TRAIL Ti-L e-POWER | 5 door SUV | 1.5 litre hybrid | 4WD        | ✓   | ✓  |
| Nissan X-TRAIL N-TREK       | 5 door SUV | 2.5 litre petrol | 2WD        | ✓   | ✓  |
| Nissan X-TRAIL N-TREK       | 5 door SUV | 2.5 litre petrol | 4WD        | ✓   | ✓  |

## ADULT OCCUPANT PROTECTION



91%

34.66 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 and the lower legs of the passenger. GOOD protection was offered to all other critical body regions.

The front structure of the Nissan X-Trail presented a moderate risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.67 point penalty was applied.

In the full width frontal test, chest protection was ADEQUATE for the driver and MARGINAL for the rear passenger, with GOOD protection of all other critical body areas.

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.

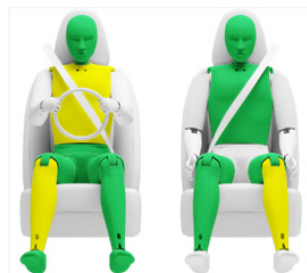
The Nissan X-Trail is equipped with a centre airbag to protect against occupant-to-occupant interaction in side impact crashes and it provided GOOD protection for the head of both front seat occupants. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and 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.

|                                 |      |            |
|---------------------------------|------|------------|
| <b>FRONTAL OFFSET (MPDB)#</b>   | 6.63 | (out of 8) |
| <b>FULL WIDTH FRONTAL#</b>      | 7.52 | (out of 8) |
| <b>SIDE IMPACT#</b>             | 6.00 | (out of 6) |
| <b>OBLIQUE POLE#</b>            | 6.00 | (out of 6) |
| <b>WHIPLASH PROTECTION</b>      | 3.51 | (out of 4) |
| <b>FAR SIDE IMPACT</b>          | 4.00 | (out of 4) |
| <b>RESCUE &amp; EXTRICATION</b> | 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:       | 3.60 pts |
| Upper legs:  | 4.00 pts |
| Lower legs:  | 3.33 pts |
| Deductions:  | Nil      |

#### FRONT PASSENGER

|              |          |
|--------------|----------|
| Head / neck: | 4.00 pts |
| Chest:       | 4.00 pts |
| Upper legs:  | 4.00 pts |
| Lower legs:  | 3.69 pts |
| Deductions:  | Nil      |

#### COMPATIBILITY

|             |           |
|-------------|-----------|
| Deductions: | -1.67 pts |
|-------------|-----------|

### FULL WIDTH FRONTAL (50km/h)



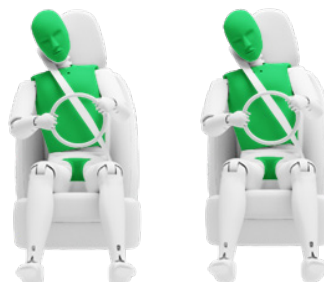
#### DRIVER

|             |          |
|-------------|----------|
| Head:       | 4.00 pts |
| Neck:       | 4.00 pts |
| Chest:      | 3.66 pts |
| Upper legs: | 4.00 pts |
| Deductions: | Nil      |

#### REAR PASSENGER

|             |          |
|-------------|----------|
| Head:       | 4.00 pts |
| Neck:       | 4.00 pts |
| Chest:      | 2.42 pts |
| Upper legs: | 4.00 pts |
| Deductions: | Nil      |

### 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:            | 4.00 pts   |
| Chest & Abdomen: | 4.00 pts   |
| Pelvis:          | No penalty |

#### OCCUPANT-TO-OCCUPANT

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



### RESCUE & EXTRICATION

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

### WHIPLASH (REAR IMPACT) PROTECTION



|                           |          |
|---------------------------|----------|
| Driver / front passenger: | 2.82 pts |
| Rear passenger:           | 0.69 pts |

## CHILD OCCUPANT PROTECTION



90%

44.12 POINTS  
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year old child dummy was rated as MARGINAL. Otherwise, protection of both child dummies was GOOD

In the side impact test, protection of both child dummies was GOOD for all critical body areas.

The Nissan X-Trail is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. **Top tethers are not available in the optional third row. Installation of child restraints in the third row is therefore not recommended.**

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear seating positions, however the rearward facing Type A capsule, one of the convertible seats in rearward-facing mode, and neither booster seat could be correctly installed in the centre rear position, and one of the two selected convertible seats could not be correctly installed in rearward-facing mode using the ISOFix anchorages.

|                          |                   |
|--------------------------|-------------------|
| DYNAMIC TEST (FRONT)     | 15.28 (out of 16) |
| DYNAMIC TEST (SIDE)      | 8.00 (out of 8)   |
| RESTRAINT INSTALLATION   | 10.84 (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

GOOD ADEQUATE MARGINAL WEAK POOR

**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).



90%

44.12 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.



**74%**  
40.17 POINTS  
OUT OF 54

The bonnet provided predominantly GOOD or ADEQUATE protection to the head of a struck pedestrian, while MARGINAL and POOR results were recorded at the front and rear of the bonnet, at the base of the windscreen and on the stiff windscreen pillars. The leading edge of the bonnet showed mixed results of GOOD to POOR, while the bumper provided GOOD protection to pedestrians' legs.

The Nissan X-Trail is fitted with an autonomous emergency braking (AEB) system capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists. Testing of this system showed GOOD performance in pedestrian test scenarios, including AEB Backover.

GOOD performance was seen in cyclist test scenarios, with collisions avoided or mitigated in most scenarios.

|                             |                   |
|-----------------------------|-------------------|
| HEAD IMPACTS                | 14.25 (out of 24) |
| UPPER LEG IMPACTS           | 2.64 (out of 6)   |
| LOWER LEG IMPACTS           | 6.00 (out of 6)   |
| AEB - Pedestrian (forward)  | 6.97 (out of 7)   |
| AEB - Pedestrian (backover) | 2.00 (out of 2)   |
| AEB - Cyclist               | 8.32 (out of 9)   |

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

|                   |                                                             |
|-------------------|-------------------------------------------------------------|
| SYSTEM NAME:      | Intelligent Emergency Braking (IEB)                         |
| TYPE:             | Autonomous emergency braking with forward collision warning |
| OPERATIONAL FROM: | 10-80 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                               |                                                                                     |       |                                                                                     | -     |                                                                                     |       |                                                                                     |       |                                                                                     | -     |                                                                                      | -     |                                                                                       |                                         |                                                                                       |
| GOOD                                      |                                                                                     |       |                                                                                     |       |                                                                                     |       |                                                                                     |       |                                                                                     |       |                                                                                      |       |                                                                                       |                                         |                                                                                       |

| 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)





97%

15.56 POINTS  
OUT OF 16

The Nissan X-Trail 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 LSS functionality showed GOOD performance, including in the more critical emergency lane keeping test scenarios.

A speed assistance system (SAS) is also standard equipment on the Nissan X-Trail. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system with occupancy detection is fitted to all seating positions. A driver drowsiness monitor system is fitted as standard.

#### OCCUPANT STATUS

|                       |      |            |
|-----------------------|------|------------|
| - Seat belt reminders | 2.00 | (out of 2) |
| - Driver monitoring   | 1.00 | (out of 1) |

|                                 |      |            |
|---------------------------------|------|------------|
| <b>SPEED ASSISTANCE SYSTEMS</b> | 2.83 | (out of 3) |
|---------------------------------|------|------------|

|                             |      |            |
|-----------------------------|------|------------|
| <b>LANE SUPPORT SYSTEMS</b> | 4.00 | (out of 4) |
|-----------------------------|------|------------|

|                         |      |            |
|-------------------------|------|------------|
| <b>AEB - Car-to-Car</b> | 3.74 | (out of 4) |
|-------------------------|------|------------|

|                              |      |            |
|------------------------------|------|------------|
| <b>AEB - Junction Assist</b> | 2.00 | (out of 2) |
|------------------------------|------|------------|

#### LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Intelligent Lane Intervention (ILI)  
OPERATIONAL FROM: 60-250 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 TESTED] |
|                               | Blind Spot Monitoring (BSM)  | PASS         |



97%

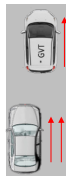
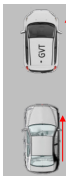
15.56 POINTS  
OUT OF 16

## AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Intelligent Emergency Braking (IEB)  
 TYPE: Autonomous emergency braking with forward collision warning  
 OPERATIONAL FROM: 5-130 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 |  |
|                                           |   |   |   |   |   |                    | 10 KM/H                                     |         |         |  |
|                                           |  |  |  |  |  |                    | 15 KM/H                                     |         |         |  |
| AEB (10-50 km/h)                          |                                                                                    |                                                                                    |                                                                                    |                                                                                    |                                                                                    | 20 KM/H            |                                             |         |         |  |
| FCW (30-80 km/h)                          |                                                                                    |                                                                                    |                                                                                    |                                                                                    |                                                                                    | GOOD               |                                             |         |         |  |
| PERFORMANCE                               | 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                                                                         |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                                                                                       |
|                                           |  |  |  |  |  |  |  |  |  |
|                                           | GOOD                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                      |                                                                                       |                                                                                       |                                                                                       |
| 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 & map   |
| 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 X-Trail,  
e-POWER e-4ORCE

### TESTED VEHICLE(S) BUILT

2022

### TESTED BODY TYPE

5 door SUV

### TESTED VEHICLE ENGINE

1.5 litre hybrid

### RATING PUBLISHED

November 2022

### RATING UPDATED

July 2024

#### 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