Nissan Juke

Standard Safety Equipment

2019

Adult Occupant: 94%

Child Occupant: 85%

Vulnerable Road Users: 81%

Safety Assist: 73%

SPECIFICATION

Tested Model	Nissan Juke, DIG-T 117, N-Connecta, LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1212kg
VIN From Which Rating Applies	- all Jukes
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗

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SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✖	✖
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✖
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✖ Not available — Not applicable

ADULT OCCUPANT

Total 36.0 Pts / 94%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Offset Deformable Barrier — 7.8 / 8 Pts

Passenger

Driver

Frontal Full Width — 7.4 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact — 1.6 / 2 Pts

Front seat

Rear seat

Lateral Impact — 15.3 / 16 Pts

Car

Pole

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ADULT OCCUPANT

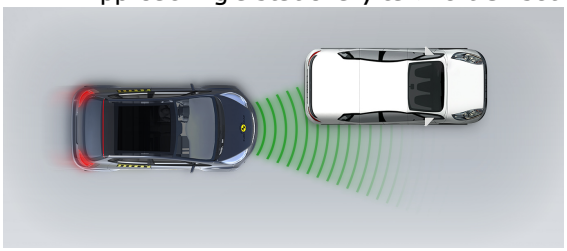
Total 36.0 Pts / 94%

GOOD ADEQUATE MARGINAL WEAK POOR

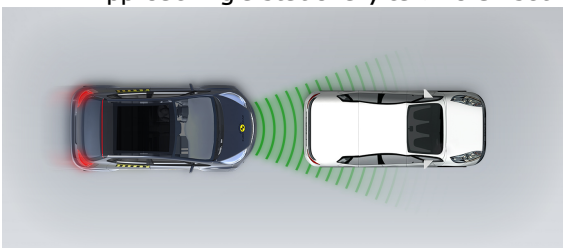
AEB City

3.9 / 4 Pts

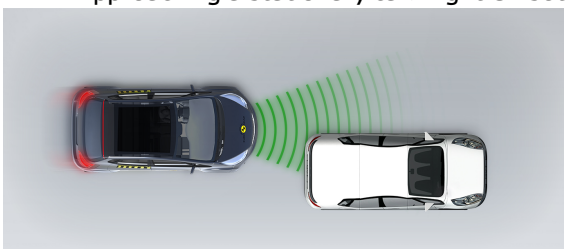
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



ADULT OCCUPANT

Total 36.0 Pts / 94%

Comments

The passenger compartment of the Juke remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Nissan showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the front passenger was good for all critical body areas. In the full-width rigid barrier test, protection of all critical body regions was good or adequate for both the driver and rear passenger. In the side barrier impact, protection of all critical body areas was good and the car scored full points in this test. In the more severe side pole test, protection of the chest was rated as adequate, with good protection of other parts of the body. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided in most test scenarios.

CHILD OCCUPANT

Total 42.1 Pts / 85%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

23.1 / 24 Pts

Frontal Impact	15.1 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer KidFix XP2*
Restraint for 10 year old child: *Booster Cushion*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	○	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

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CRS Installation Check

12 / 12 Pts

Install without problem | Install with care | Safety critical problem | Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)

Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)

BeSafe iZi Kid X2 i-Size (iSize)

BeSafe iZi Flex FIT i-Size (iSize)

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

CHILD OCCUPANT

Total 42.1 Pts / 85%

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

CHILD OCCUPANT

Total 42.1 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	▫	●	▫	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	▫	●	▫	●
BeSafe iZi Kid X2 i-Size (iSize)	▫	●	▫	●
BeSafe iZi Flex FIT i-Size (iSize)	▫	●	▫	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	▫	●	▫	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	▫	●	▫	●
Britax Römer Duo Plus (ISOFIX)	▫	●	▫	●
Britax Römer KidFix XP (ISOFIX)	▫	●	▫	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✖	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

Comments

In the frontal test, protection of all critical body areas was good or adequate for both dummies. In the side barrier impact, all critical body areas were well protected for both dummies and the Juke scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Juke is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 39.0 Pts / 81%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian 27.1 / 36 Pts

Head Impact	15.1 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Vulnerable Road Users 11.9 / 12 Pts

System Name	Intelligent Emergency Braking (IEB)
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian, with a few poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations, and the Juke scored maximum points in these tests. The Juke's AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to cyclists was good and to pedestrians was adequate, with collisions avoided or mitigated in most cases.

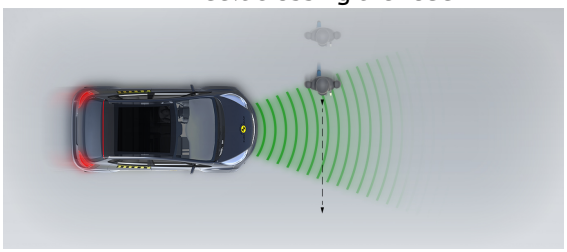
VULNERABLE ROAD USERS

Total 39.0 Pts / 81%

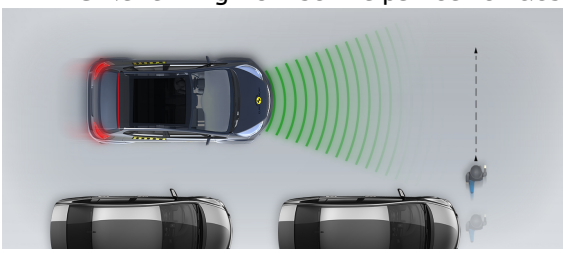
AEB Pedestrian

- **Day time**

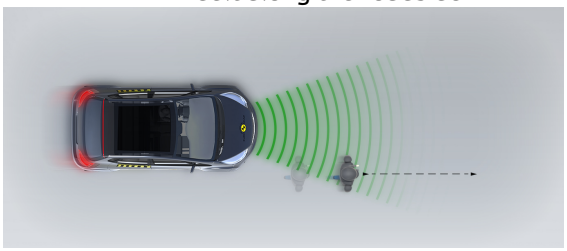
Adult crossing the road



Child running from behind parked vehicles

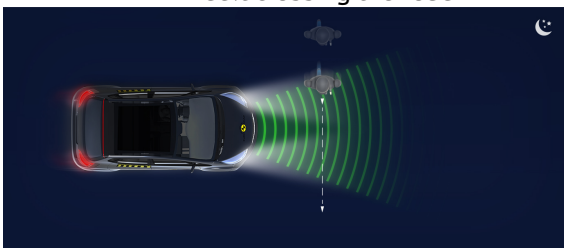


Adult along the roadside

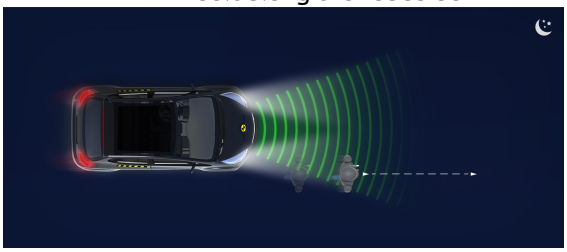


- **Night time**

Adult crossing the road

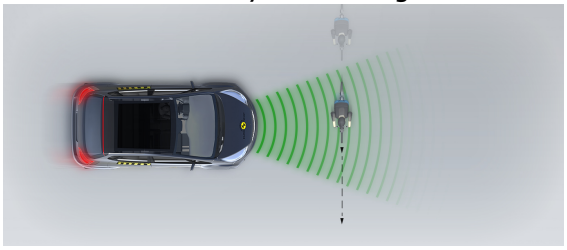


Adult along the roadside

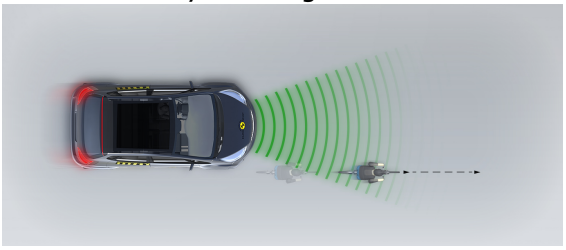


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.6 Pts / 73%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.8 / 3 Pts

System Name	Speed Limiter/Traffic Sign Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

3 / 3 Pts

Applies To	All Seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	●

● Pass ● Fail — Not available

Lane Support

2.3 / 4 Pts

System Name	Intelligent Lane Intervention (ILI)
Type	LKA (including LDW)
Operational From	55 km/h
PERFORMANCE	
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE

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SAFETY ASSIST

Total 9.6 Pts / 73%

AEB Inter-Urban

2.6 / 3 Pts

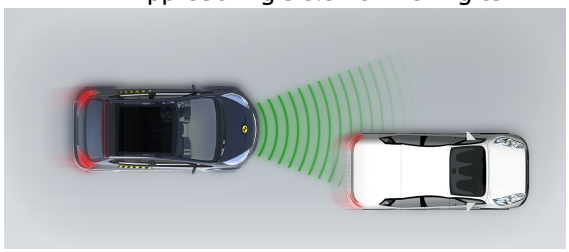
System Name	Intelligent Emergency Braking (IEB)
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments

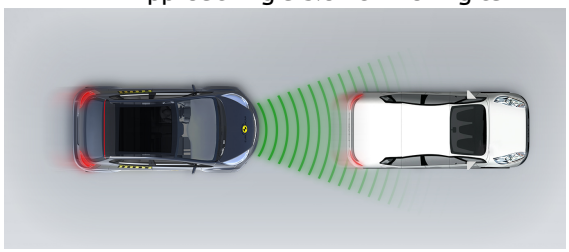
The Juke has a seatbelt reminder system for the front and rear seats. The AEB system performed well in tests of its response to other vehicles at highway speeds. A lane support system helps to prevent inadvertent drifting out of lane, as well as intervening more aggressively in some critical situations. The speed assistance system uses a camera to identify local speed limits. This information is presented to the driver who can then set the speed limiter as appropriate.

- **Autobrake function only**

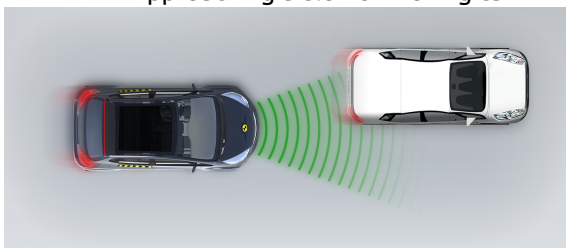
Approaching a slower moving car



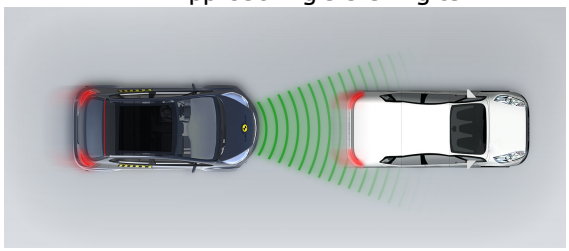
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

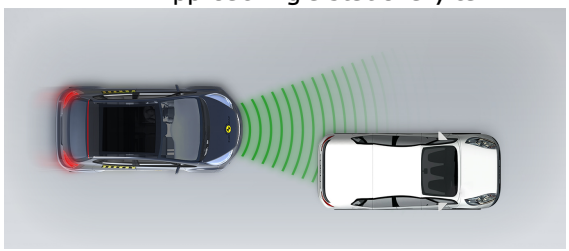


SAFETY ASSIST

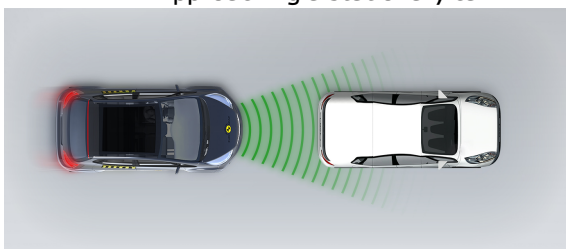
Total 9.6 Pts / 73%

- **Driver reacts to warning**

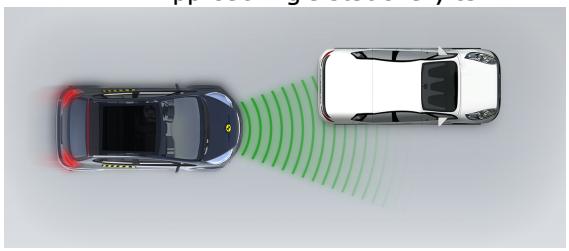
Approaching a stationary car



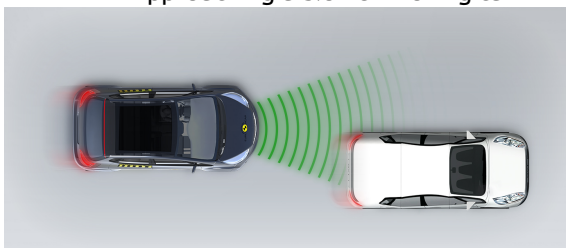
Approaching a stationary car



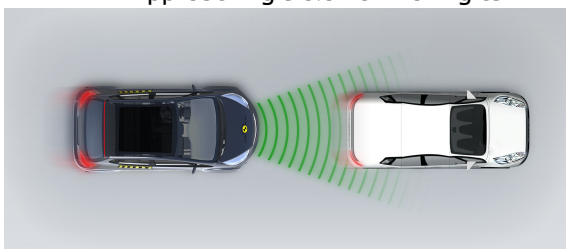
Approaching a stationary car



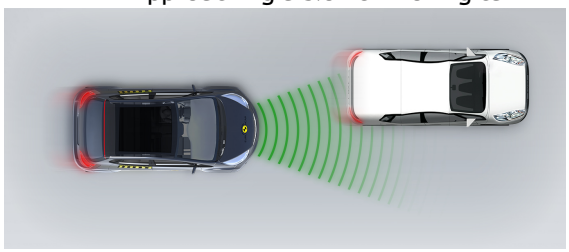
Approaching a slower moving car



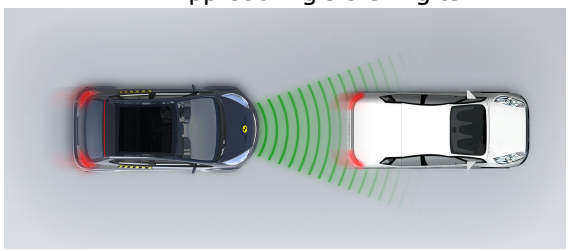
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
5 door SUV	1.0 petrol*	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2019	Rating Published	2019 ★★★★★	✓