**Tata Nano (NO AIRBAGS)**

![Test Result Image]

**Tested at 64 km/h**

<table>
<thead>
<tr>
<th>Test Result</th>
<th>Adult</th>
<th>Child</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front passenger</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Driver</td>
<td>max. 17.00</td>
<td>max. 49.00</td>
</tr>
</tbody>
</table>

**ADULT OCCUPANT PROTECTION**

- Front passenger: GOOD
- Driver: GOOD

**CAR DETAILS**

- Tested model: Tata Nano, RHD
- Body type: 4 door city car
- Year of publication: 2014
- Weight: 887 kg

**CHILD RESTRAINTS**

- 18 month old Child: N/A
  - Head / chest: N/A
  - CRS type: N/A
  - Adjust: N/A
  - Position: N/A

- 3 year old Child: N/A
  - Head / chest: N/A
  - CRS type: N/A
  - Adjust: N/A
  - Position: N/A

**SAFETY EQUIPMENT**

- Front seatbelt pretensioners: ✗
- Driver frontal airbag: ✗
- Front passenger frontal airbag: ✗
- Side body airbags: ✗
- Side head airbags: ✗
- Driver knee airbag: ✗
- SBR: ✗
- ISOFIX anchorages: ✗
- ABS (4 channel): ✗

**COMMENTS**

**ADULT OCCUPANT** The protection offered to the driver head, neck, chest was poor due to the hard contact with the steering wheel as well as for the high decelerations and for this reason the star capping was applied. Also Passenger's chest protection was marginal. Both front passengers' knees could impact with dangerous structures, in the dashboard lie the Tran fascia tube, also the shock absorber mounts are offer potential risk. The bodyshell was rated as unstable and it can not withstand further loadings.

**CHILD OCCUPANT** The manufacturer did not recommend a CRS for this test. Global NCAP has to recommend a CRS instead but this car has 2 point static belts in the rear seat. Global NCAP could not find a CRS that is available in India and that is possible to be used in a 2 point belt. As it is not possible to find a CRS to be used, according to Indian market availability criteria this model is not capable of transporting children in a safe way.

**FRONTAL IMPACT TEST UN R94 AT 56km/h: NOT PASS | BODYSHELL INTEGRITY: UNSTABLE**