

TATA NEXON - 2 AIRBAGS



13.56 max. 17.00 Adult



25.00 max. 49.00 Child

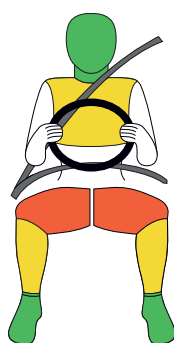
Tested at 64 km/h

Bodyshell integrity: STABLE

ADULT OCCUPANT PROTECTION



FRONT PASSENGER



DRIVER



CAR DETAILS

TESTED MODEL TATA NEXON, RHD

BODY TYPE 5 DOOR SUV

CRASH TEST WEIGHT KG 1490

YEAR OF PUBLICATION 2018

CHILD RESTRAINTS

	CHILD RESTRAINT	HEAD / CHEST	CRS TYPE	ADJUST	POSITION
18 MONTH OLD CHILD	BRITAX BABY SAFE/ISOFIX BASE	PROTECTED / GOOD	0+	ISOFIX/LEG	RWF
3 YEAR OLD CHILD	MAXI BRITAX DUO PLUS	PROTECTED/ VULNERABLE	1	ISOFIX	FWF

SAFETY EQUIPMENT

FRONT SEATBELT PRETENSIONERS	YES	SIDE BODY AIRBAGS	NO	SBR	DRIVER
DRIVER FRONTAL AIRBAG	YES	SIDE HEAD AIRBAGS	NO	ISOFIX ANCHORAGES	YES
FRONT PASSENGER FRONTAL AIRBAG	YES	DRIVER KNEE AIRBAG	NO	ABS (4 CHANNEL)	YES

ADULT OCCUPANT

The protection offered to the driver and passenger head and neck was good. Driver and passenger chest showed adequate protection. Driver and passengers' knee could impact with dangerous structures behind the dashboard which is supported by the Transfascia tube. The bodyshell was rated as stable and it was capable of withstanding further loadings. The car offers standard SBR for driver and standard ABS.

CHILD OCCUPANT

The child seat for the 3 year old CRS was installed FWF with ISOFIX and top tether and was able to prevent excessive forward movement during the impact with good protection for the head while marginal protection to the chest. The 18 months old CRS was installed with ISOFIX and support leg RWF and it showed good protection for head and chest. The recommended CRSs did not show incompatibility. The installation instructions on both child seats were not permanently attached to the seat. The vehicle offers standard ISOFIX and Top tether anchorages in the 2 outboard rear seats.