

**NEW CAR ASSESSMENT PROGRAM (NCAP)
DYNAMIC ROLLOVER RESISTANCE TEST**

Nissan Motor Co., LTD.
2019 Nissan Kicks FWD

TEST NUMBER: 19-15

Final Report
11 April 2019



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16. Abstract An NCAP Dynamic Rollover Maneuver (Fishhook) Test was conducted on a 2019 Nissan Kicks FWD at Dynamic Research, Inc. on March 19, 2019. The vehicle did not experience two-wheel lift. The vehicle's steering angle at 0.3 g lateral acceleration at 50 mph was 30.7 degrees.			
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Section I
INTRODUCTION

Beginning with the 2006 fiscal year, the National Highway Traffic Safety Administration (NHTSA) has engaged Dynamic Research, Inc. (DRI) of Torrance, CA to conduct dynamic rollover testing and gather data from that testing as part of NHTSA's New Car Assessment Program (NCAP).

The purpose of the testing reported herein was to determine if a typical 2019 Nissan Kicks FWD would experience tip-up, defined as simultaneous two-wheel lift of two inches or more at an entry speed of 50 mph or less in the Fishhook Procedure developed by NHTSA. This procedure may be found at www.regulations.gov, docket item NHTSA-2006-26555-0136.

The testing reported herein was accomplished under contract DTNH22-14-D-00332. The task order is entitled, "New Car Assessment Program (NCAP) Non-Destructive Vehicle Testing and Data Gathering."

Section II VEHICLE PREPARATION

A. TEST VEHICLE

The test vehicle was new or in as-new condition, meaning the vehicle had been driven no more than 500 miles prior to the start of dynamic rollover testing. It was acquired through a commercial rental/leasing company. Details of the test vehicle are given in Table 1.

B. TIRES

All tires used were new, and of the same make, model, size, and DOT specification of those installed on the vehicle when purchased new. Tire inflation pressures were in accordance with the recommendations indicated on each vehicle's identification placard. To further reduce the possibility of tire debanding, the tires were mounted to the rims without the use of tire mounting lubricant. Tire specifications are listed in Table 2.

C. VEHICLE LOADING

The multi-passenger load, described in the Fishhook Procedure, was used for all tests. The load and positioning of the load in the vehicle are listed in Table 3.

In addition to water dummies, the loading included instrumentation, a steering machine, and outriggers. Test vehicle bumper assemblies were removed for outrigger installation. The reduction in vehicle weight due to the removal of the bumpers was offset by the additional weight of the outriggers and their mounting system. The outrigger system typically outweighs the bumper assemblies.

Table 1. Test Vehicle Data

General Data					
Model year, make, model	2019 Nissan Kicks FWD				
VIN	3N1CP5CU5KL49xxxx				
Body style	SUV certified as a Passenger Car				
Number of doors	4				
Trim level	SR				
Seating positions	Front:	2 nd row	3 rd row	4 th row	5 th row
	2	3	0	0	0
Electronic stability control	Yes				
4-Wheel ABS (Yes/No)	Yes				
Power steering (Yes/No)	Yes				
Major optional equipment	Splash Guards, Rear Roof Spoiler, Carpeted Floor mats & Cargo Mat, SR Premium Package++				
Odometer at start of testing	8 miles				
Drivetrain					
Engine cylinder arrangement	Inline 4				
Engine displacement	1.6 L				
Transmission type	CVT				
Drive arrangement	FWD				
Chassis					
Track width	F: 59.5 in (1511.3 mm) , R: 60.3 in (1531.6 mm)				
Wheelbase	103.25 in (2622.5 mm)				
Curb weight	2658 lb (1205.6 kg)				
Certification Data from Vehicle's Label					
Vehicle manufactured by	Nissan Motor Co., LTD.				
Date of manufacture	01/19				
GVWR	3600 lb (1633 kg)				
GAWR Front	1903 lb (863 kg)				
GAWR Rear	1698 lb (770 kg)				

Table 2. Tire Information

Tire Manufacturer	Firestone
Tire Model	FT140
Tire Size	Front: P205/55R17 Rear: P205/55R17
Load rating	Front: 91 Rear: 91
Speed rating	Front: V Rear: V
Treadwear grade	Front: 560 Rear: 560
Traction grade	Front: A Rear: A
Temperature grade	Front: A Rear: A
Location of "Recommended Tire Pressure" label	Driver's door jamb
Recommended cold tire pressure	Front: 32 psi, (220 kPa) Rear: 32 psi, (220 kPa)
First 8 digits of DOT code	Front: VE61 FT0 Rear: VE61 FT0

Table 3. Vehicle Loading

Water dummy and other loading	3 water dummies in second row ¹
Water dummy weight	150 lb (68 kg) ²
Fuel level	Full
Weight as Tested	
Left front	1011 lb (458.6 kg)
Right front	933 lb (423.2 kg)
Left rear	852 lb (386.5 kg)
Right rear	789 lb (357.9 kg)

1. The ballast described in Paragraph F below was relocated to the rear footwells to help mitigate overload on the front Gross Axle Weight Rating
2. . Water dummy weight in rear seat was reduced to avoid exceeding the Gross Vehicle Weight Rating

D. STEERING CONTROLLER

Precise controlled steering is accomplished using a steering machine designed and constructed by DRI. DRI has used its Automated Vehicle Controller (AVC) steering machine for many vehicle tests including FMVSS 126 tests. It can provide up to 65 ft-lb torque and rates over 1300 deg/sec. The integrated angle encoder has an unlimited range with a resolution of 0.045 degrees and an accuracy of ± 0.045 degrees. The steering motor is controlled by a MicroAutoBox II from dSPACE, which also acts as the data acquisition system.

E. REAL-TIME CONTROLLER AND DATA ACQUISITION

Data acquisition is achieved using a MicroAutoBox II from dSPACE, which also serves as the real-time system for the steering controller. Data from the Oxford IMU, including Longitudinal, Lateral, and Vertical Acceleration, Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle, are sent over Ethernet to the Micro AutoBox. The Oxford IMUs are calibrated per the manufacturer's recommended schedule (Table 5). The MicroAutoBox II specifications are:

Model: D-Space Micro-Autobox II 1401/1513
Base Board SN 549068
I/O Board SN 588523

Two video cameras were used to record the Fishhook runs. They were positioned nominally as shown in Figure 1. The recorded videotapes were reviewed after the Fishhook runs to check for any two wheel lift. If any two-wheel lift was observed, eight infrared distance-measuring sensors for measurement of wheel lift (two sensors at each wheel) were then mounted for use in subsequent confirmation Fishhook tests.

F. EQUIPMENT WEIGHT

Table 4 lists the equipment and associated weights outlined in the NHTSA Laboratory Test Procedure for Dynamic Rollover and the equipment at DRI used for this specific test program. The equipment used at DRI for this test program differs slightly from the equipment that was previously used by NHTSA for rollover testing. Because DRI's equipment is lighter than NHTSA's equipment, DRI uses ballast to maintain a consistent weight and weight distribution in the vehicle.

Table 4. Weight of In-Cab Test Equipment

Equipment	Location	Equipment Weight (lb)	
		NHTSA*	DRI
Data Acquisition System	Front passenger seat	58	
Steering Machine	Handwheel	31	31
Steering Machine Electronics Box	Passenger row foot well behind the front passenger seat. If vehicle does not have a rear passenger row foot well, the Electronics Box should be placed in the front passenger seat foot well.	39	
MABX, and laptop	Front passenger seat		21
Motor control and power supply	Front passenger footwell		26
Ballast	Front passenger footwell		50
Total		128	128

* Table A.1 from US DOT NHTSA - Laboratory Test Procedure for Dynamic Rollover - The Fishhook Maneuver Test Procedure - New Car Assessment Program (NCAP) - March 2013

G. SENSORS

A list of the sensors is given in Table 5.

H. OTHER VEHICLE PREPARATION

In addition to installation and preparation discussed above, the test vehicle was prepared as follows:

- Front and rear bumpers were removed
- Outrigger mounts were installed in the bumper locations and titanium outriggers were fastened to these mounts
- Airbags were removed or otherwise disabled

Photographs of the vehicle tested are given in Appendix A.

Table 5. Sensors

Measured Variable	Sensor	Range	Resolution	Accuracy	Specifics	Serial Number	Calibration
Vehicle Tire Pressure	Tire Pressure Gauge	0-100 psi 0-690 kPa	0.01 psi 6.89 kPa	< 1% error between 20 and 100 psi	Omega DPG8001	17042707002	By: DRI Date: 6/21/2018 Due: 6/21/2019
Vehicle Total, Wheel, and Axle Load	Platform Scales (Minter)	1200 lb/platform 5338 N/platform	1 lb 4.4 N	0.5% of applied load	Intercomp SWI	1110M206352	By: DRI Date: 1/3/2019 Due: 1/3/2020
	Platform Scales (Torrance)	1500 lb/platform 6672 N/platform	1 lb 4.4 N	0.5% of applied load	Intercomp SWI	24032361	By: DRI Date: 12/11/2018 Due: 12/11/2019
Handwheel Angle	Steering Angle Encoder (Automated Steering Controller)	±800 deg	0.045 deg	±0.045 deg	DRI Automatic Vehicle Controller using D-Space Micro- Autobox II	NA	Verified by DRI at installation ¹
Longitudinal, Lateral, and Vertical Acceleration Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle	Multi-Axis Inertial Sensing System	Accels ± 5 g, Angular Rate ±300 deg/s, Angle >45 deg, Velocity >200 km/h	Accels .001 g, Angular Rate 0.01 deg/s, Angle 0.05 deg, Velocity 0.1 km/h	Accels .001g, Angular Rate 0.01 deg/s, Angle 0.05 deg, Velocity 0.1 km/h	Oxford xNav 550	015360	By: Oxford Technical Solutions Date: 6/21/2017 Due: 6/21/2019

1 . The steering encoder is checked prior to beginning tests to verify that there are no faults. The steering controller is installed in the vehicle and the steering wheel is turned through two complete revolutions while recording data. The data are then reviewed for any dropouts or other nonlinearities that would indicate dust intrusion or faulty sectors.

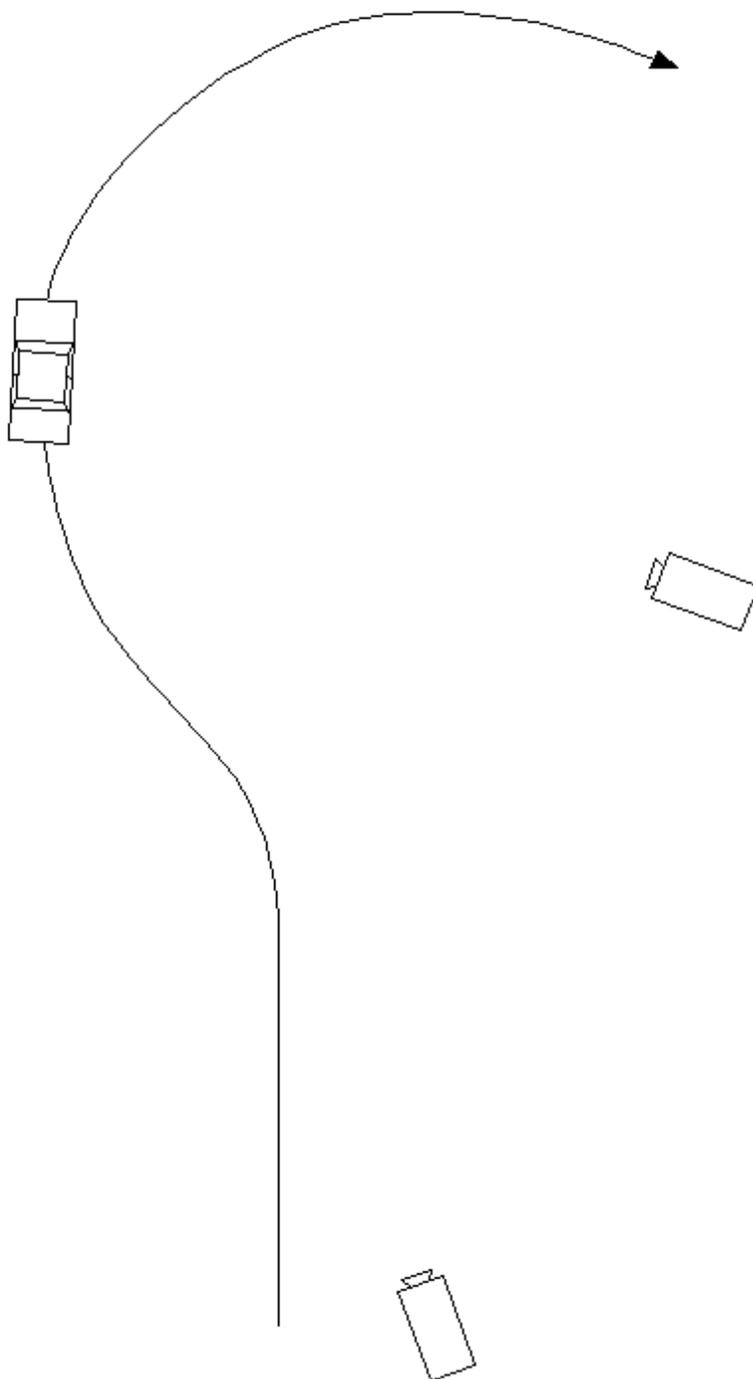


Figure 1. Nominal Position of Video Cameras for Fishhook Tests

Section III TEST PROCEDURES

This section includes a general overview of the test procedures and details of the particular test.

A. TEST PROCEDURE OVERVIEW

This test was conducted in accordance with NHTSA's NCAP Rollover Resistance Test Procedure (Fishhook) as described in the Federal Register (68 FR 59250). Detailed descriptions of the test procedure, pass/fail criteria, and data acquisition specifications may be found at docket NHTSA-2001-9663.

There are two major components of the test procedure, the Slowly Increasing Steer (SIS) pre-test and the Fishhook test.

The Slowly Increasing Steer (SIS) maneuver was used to characterize the steady state lateral dynamics of each vehicle, and is based on the "Constant Speed, Variable Steer" test defined in SAE J266. The maneuver is used to determine the handwheel angle that produces a lateral acceleration of 0.3 g at 50 mph. This handwheel angle is then used to determine the magnitude of steering to be used for the NHTSA Fishhook maneuver.

SIS tests were performed at a constant speed of 50 mph. Handwheel angle was input at a rate of 13.5 deg/sec, from 0 to an angle that provided at least 0.55 g. Three tests were conducted in each direction, and the data for the six runs were averaged to obtain the handwheel angle that produced 0.3 g at 50 mph.

The Fishhook test is a programmed steering maneuver that is implemented via the steering controller. The vehicle was initially steered in one direction and then the steering was reversed. The timing, magnitude and rate of the steering were prescribed by the Fishhook Procedure.

To begin the maneuver, the vehicle was driven in a straight line at a speed slightly greater than the desired entrance speed. The driver then released the throttle. When the vehicle was at the target speed, the steering controller automatically initiated the steering maneuver. Following completion of the steering reversal the handwheel position was maintained for three seconds, and then returned to zero angle in 1 second.

The tests were conducted in both left-right and right-left directions. The “Default” test series used a handwheel angle equal to 6.5 times the handwheel angle that produced 0.3 g at 50 mph in the SIS tests, and initial vehicle speeds beginning at 35 mph and concluding up to 50 mph (if no two-wheel lift occurs). Supplemental tests were also done, as specified in the Fishhook Procedure.

B. TEST CONDITIONS

1. Test Surface

The tests were conducted on the Vehicle Dynamics Area at DRI’s Minter Field facility, located near Bakersfield, California, on 3/19/2019. The VDA has a smooth, flat (slope less than 0.5% throughout) asphaltic concrete surface. Its dimensions are as shown in Figure 2. It was built in the spring of 2005.

VDA surface friction measurements were accomplished using the DRI Mobile Tire Tester. Three runs were done, one at each of three previously determined locations. Each run provided for a minimum of 3 seconds of tire friction at constant normal load, slip angle, and speed in a free rolling condition. The test was accomplished using an ASTM E1136 tire with an inflation pressure of 35 (± 0.5) psi at a test speed of 40 (± 0.5) mph. The net slip angle of the test tire for each test run was 7.5 deg. The test tire was no older than 6 months from the date of manufacture. The surface friction measurement results are shown in Table 6.

Table 6. Surface Friction

Date of surface friction measurements	3/19/2019
Average normalized lateral force	0.826

2. Fishhook Handwheel Angles

The 0.3 g handwheel angle obtained from the SIS tests and the handwheel angles used in the Fishhook tests are shown in Table 7.

Table 7. Handwheel Angles

0.3 g handwheel angle (from SIS tests at 50 mph)	30.7°
5.5 scalar handwheel angle for Fishhook Test	169°
6.5 scalar handwheel angle for Fishhook Test	200°

3. Weather Conditions

The weather conditions, recorded at the end of testing, are shown in Table 8.

Table 8. Weather Conditions

Ambient temperature	73.4° F (23° C)
Wind Speed	8.05 mph (3.6 m/s)
Wind Direction	310

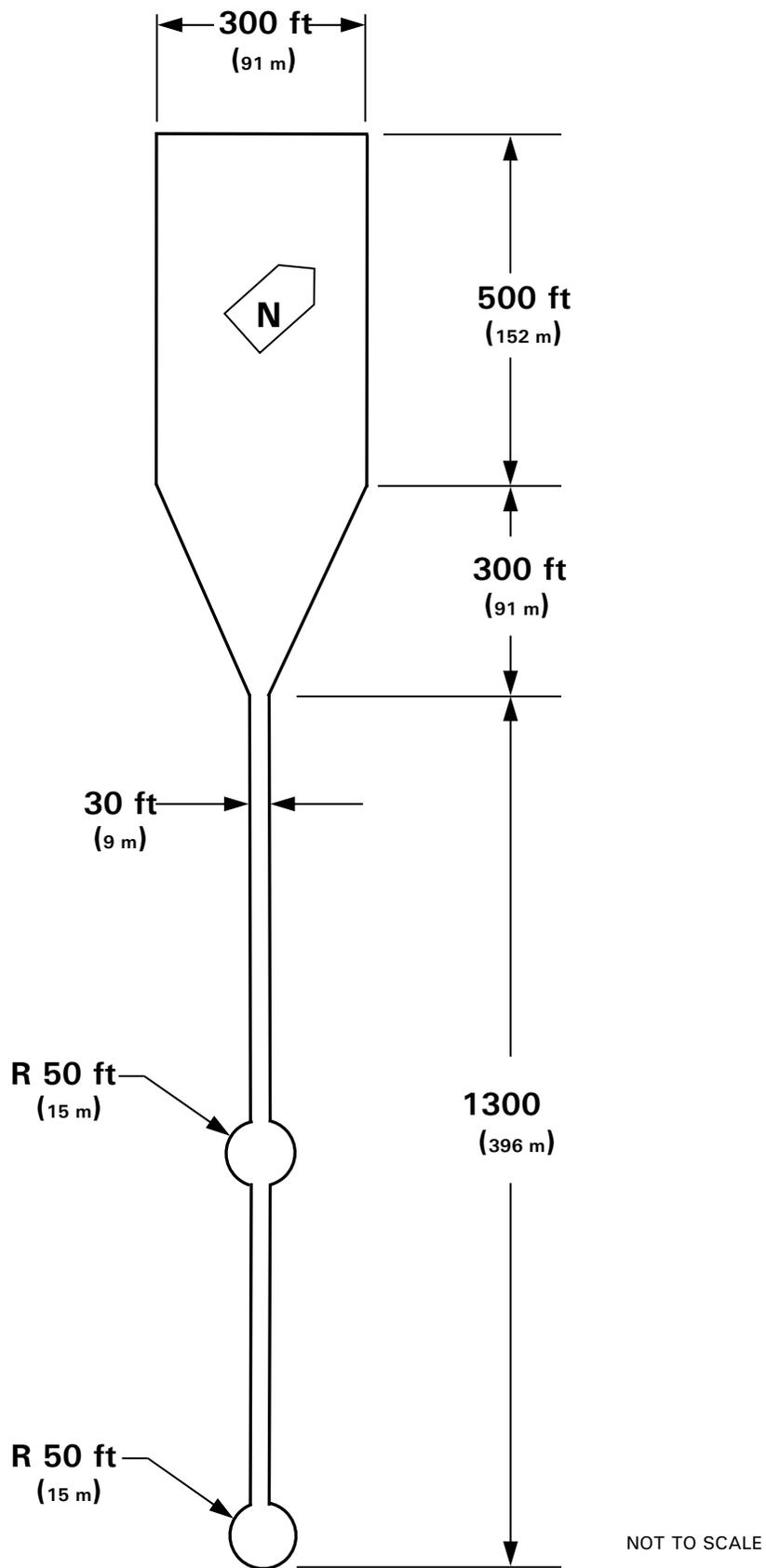


Figure 2. DRI-Minter Vehicle Dynamics Area

Section IV RESULTS

The test run log is given in Appendix B. The Slowly Increasing Steer Test Worksheet is given in Appendix C. Appendix D contains time history plots for the 50 mph runs and any runs which resulted in two-wheel lift. For the 2019 Nissan Kicks FWD, there was no two-wheel lift at any test condition.

APPENDIX A

Photographs

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2019 NISSAN KICKS

SR CVT



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 17" Alloy Wheels
 Hill Start Assist

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 Side Impact Supplemental Curtain Air Bags w/ Rollover Sensor
 Driver Knee Supplemental Air Bag
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 Vehicle Dynamic Control (VDC)
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 Nissan Vehicle Immobilizer System
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 Integrated Dynamic-Control Module (IDM)
 Power Windows
 1 Touch Up/Down (Driver & Front Passenger)
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 Power Door Locks w/ Auto-Locking Feature
 Driver Seat Armrest And Seat Lifter
 60/40 Split Rear Seats

COMFORT & CONVENIENCE (continued)
 7" Color Touchscreen Display Audio System w/ 6 Speaker
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 Streaming Audio Via Bluetooth®
 Siri® Eyes Free
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 Apple Carplay™
 Android Auto™
 Siriusxm Satellite Radio
 Hands-Free Text Messaging Assistant
 Audio And Bluetooth® Steering Wheel Switches
 7" Advanced Driver Assistant Display
 Auto Climate Control
 Nissan Intelligent Key® w/ Push Button Start
 Remote Engine Start
 Interior Chrome Door Handles
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EXTERIOR
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 Rear Roof Mounted Spoiler
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Manufacturer's Suggested Retail Base Price: \$20,870.00

Options Included by Manufacturer

SPLASH GUARDS	170.00
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w/ Amplifier	
Prima-Tex™ Appointed Seats	
Heated Front Seats	
Security System	

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GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score Not Rated	DELIVERY	
<small>Based on the combined ratings of frontal, side and rollover. Should ONLY be compared to other vehicles of similar size and weight.</small>	VEHICLE COLORS:	
	EXT: GUN METALLIC	
	INT: CHARCOAL	
	FINAL ASSEMBLY POINT:	
	AGUAS(ABV)/MEX	
	TRANSPORT METHOD:	
	TRUCK	
	DEALER:	

Frontal Crash Driver Passenger Not Rated
Based on the risk of injury in a frontal impact. Should ONLY be compared to other vehicles of similar size and weight.

Side Crash Front seat Rear seat Not Rated
Based on the risk of injury in a side impact.

Rollover Not Rated
Based on the risk of rollover in a single-vehicle crash.

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OPT: F-89c03E;11L92P01

20190110230549AS3895

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STOCK NO.:	190920
VIN:	KL493879
MODEL:	KICKS
AVAIL. SERVICE AGREEMENT:	

DEALER-ADDED EQUIPMENT & INFORMATION

MSRP	\$ 23,300.00
INITIAL ZAKTEK APPLICATION	\$ 899.00
NEXEMO	\$ 299.00
WINDOW TINT	\$ 399.00
W. LOCKS	\$ 149.00

Destination INCLUDED

TOTAL \$ 25,046.00

DEALER:

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Figure A1. Window Sticker



Figure A2. Front View, Test Vehicle as Delivered



Figure A3. Rear View, Test Vehicle as Delivered



Figure A4. Front View, Test Vehicle in Test Condition



Figure A5. Rear View, Test Vehicle in Test Condition



Figure A6. Instrumentation in Test Vehicle



Figure A7. Steering Controller and Computer



Figure A8. Ballast Condition

APPENDIX B

Test Run Log

Vehicle: **2019 Nissan Kicks FWD**Driver: **Jonathan Robel**Test Date: **3/19/2019**

Run Number	Test Type	Speed (mph)	Handwheel Angle (deg)	Dir. of First Steer	2 Wheel Lift	Notes
1	Tire Warm-Up	35	60	Right	NA	
2			70		"	
3					"	
4					"	
5	2x SWA last cycle				"	
6	Static	0	0			
7	Steady State	50	0			
8	Slowly Increasing Steer	50	60	Left	NA	
9	"	"	50	Left	"	
10	"	"	"	Left	"	
11	"	"	"	Left	"	
12	"	"	"	Right	"	
13	"	"	"	Right	"	
14	"	"	"	Right	"	
15	Fishhook 6.5 scalar	35	200	Left	No	Removed 73 lbs from water dummies and ballast to meet testing requirement.
16	"	40	"	"	"	
17	"	45	"	"	"	
18	"	47.5	"	"	"	
19	"	50	"	"	"	
20	Fishhook 5.5 scalar	45	169	Left	No	
21	"	47.5	"	"	"	
22	"	50	"	"	"	

Vehicle: **2019 Nissan Kicks FWD**Driver: **Jonathan Robel**Test Date: **3/19/2019**

Run Number	Test Type	Speed (mph)	Handwheel Angle (deg)	Dir. of First Steer	2 Wheel Lift	Notes
23	Fishhook 6.5 scalar	35	200	Right	No	
24	"	40	"	"	"	
25	"	45	"	"	"	
26	"	47.5	"	"	"	
27	"	50	"	"	"	
28	Fishhook 5.5 scalar	45	169	Right	No	
29	"	47.5	"	"	"	
30	"	50	"	"	"	

APPENDIX C

Slowly Increasing Steer Test Worksheet

NCAP, 2019 Nissan Kicks FWD , Multi-Passenger Load, Test Date: 3/19/2019

SIS_out_v2

Run	Dir of Steer	Start Speed (mph)	End Speed (mph)	Speed Red. (%)	Index of ay @ 0.3g	HW Angle (deg) at 0.3g	ay (g) @ 0.3g index	6.5x HW Angle (deg)	Ramp Time (sec) at 6.5x	5.5x HW Angle (deg)	Ramp Time (sec) at 5.5x	R2	Zero Begin Index	Zero End Index
9	L	49.9	-0.1	100.2	1260	-30.6	-0.300	-198.6	-0.2758	-168.0	-0.2334	0.9993	600	800
10	L	49.6	0.1	99.7	1269	-31.1	-0.306	-202.4	-0.2812	-171.3	-0.2379	0.9964	600	800
11	L	50.2	0.0	100.0	1256	-30.3	-0.302	-196.9	-0.2735	-166.6	-0.2314	0.9987	600	800
12	R	49.6	0.6	98.8	1258	30.6	0.307	198.8	0.2762	168.2	0.2337	0.9969	600	800
13	R	50.1	6.8	86.4	1257	30.5	0.304	198.3	0.2755	167.8	0.2331	0.9973	600	800
14	R	50.2	6.4	87.3	1264	31.0	0.291	201.3	0.2796	170.3	0.2366	0.9958	600	800

Mean: 30.7 0.302 199 0.277 169 0.234

Steering Controller Input Values

Scalar 6.5 values:

Initial HW angle: 199 deg
Initial time: 0.277 s
Reversal HW angle: -199 deg
Reversal time: 0.554 s

Scalar 5.5 values:

Initial HW angle: 169 deg
Initial time: 0.234 s
Reversal HW angle: -169 deg
Reversal time: 0.469 s

APPENDIX D

Time History Plots

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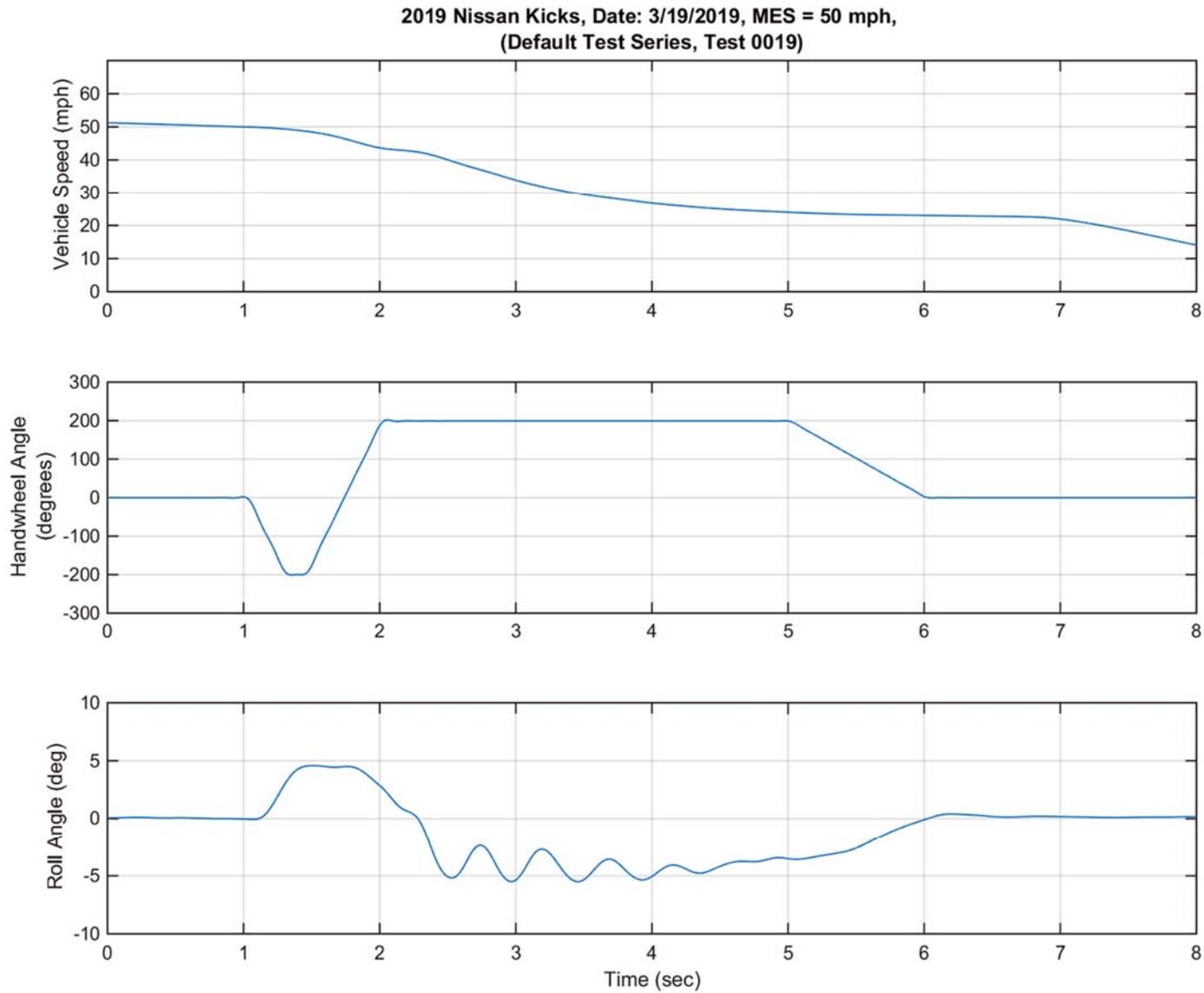


Figure D1. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Default Test Series, L-R, 50 mph

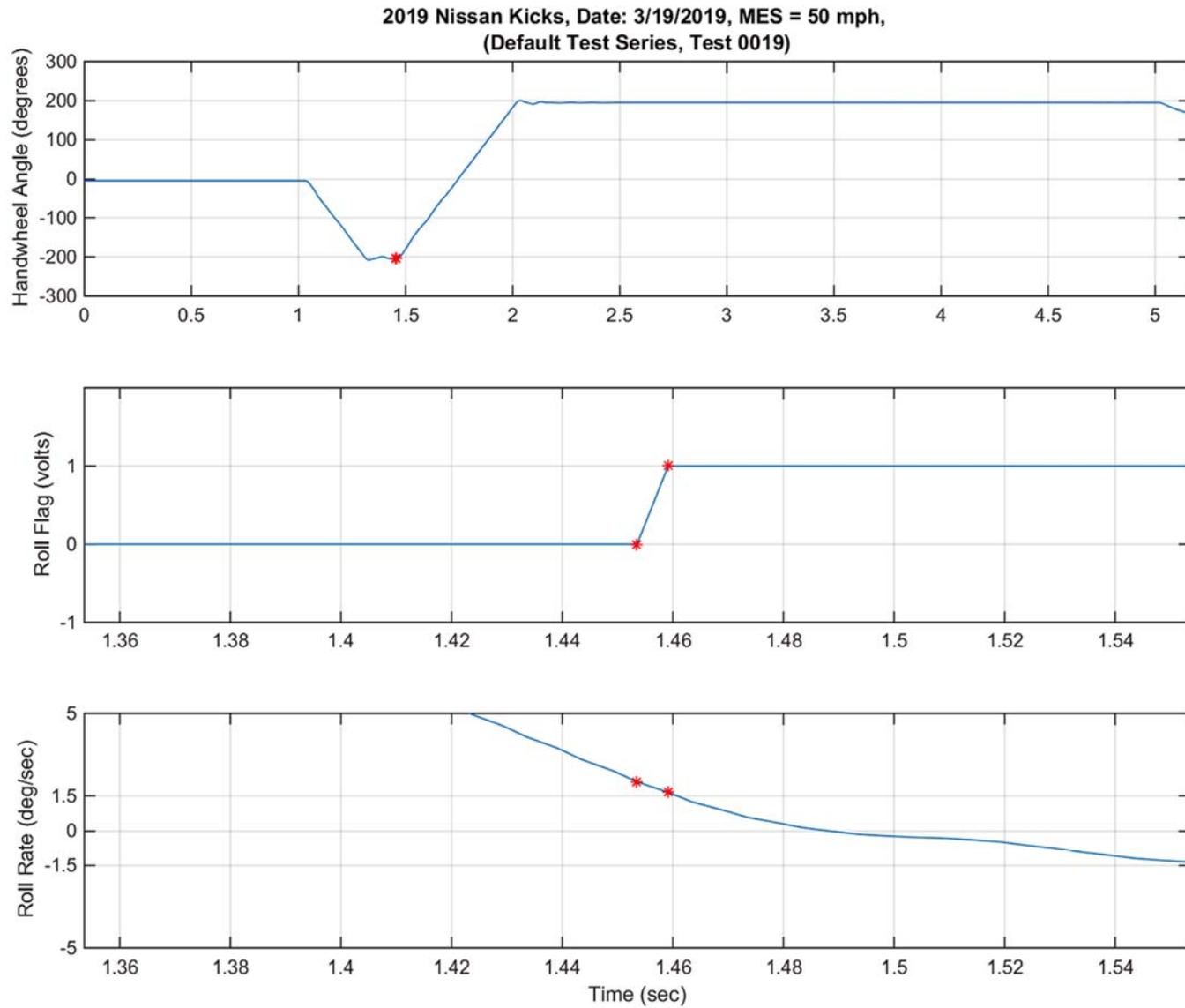


Figure D2. Steering Machine Operation Time History Plots for Default Test Series, L-R, 50 mph

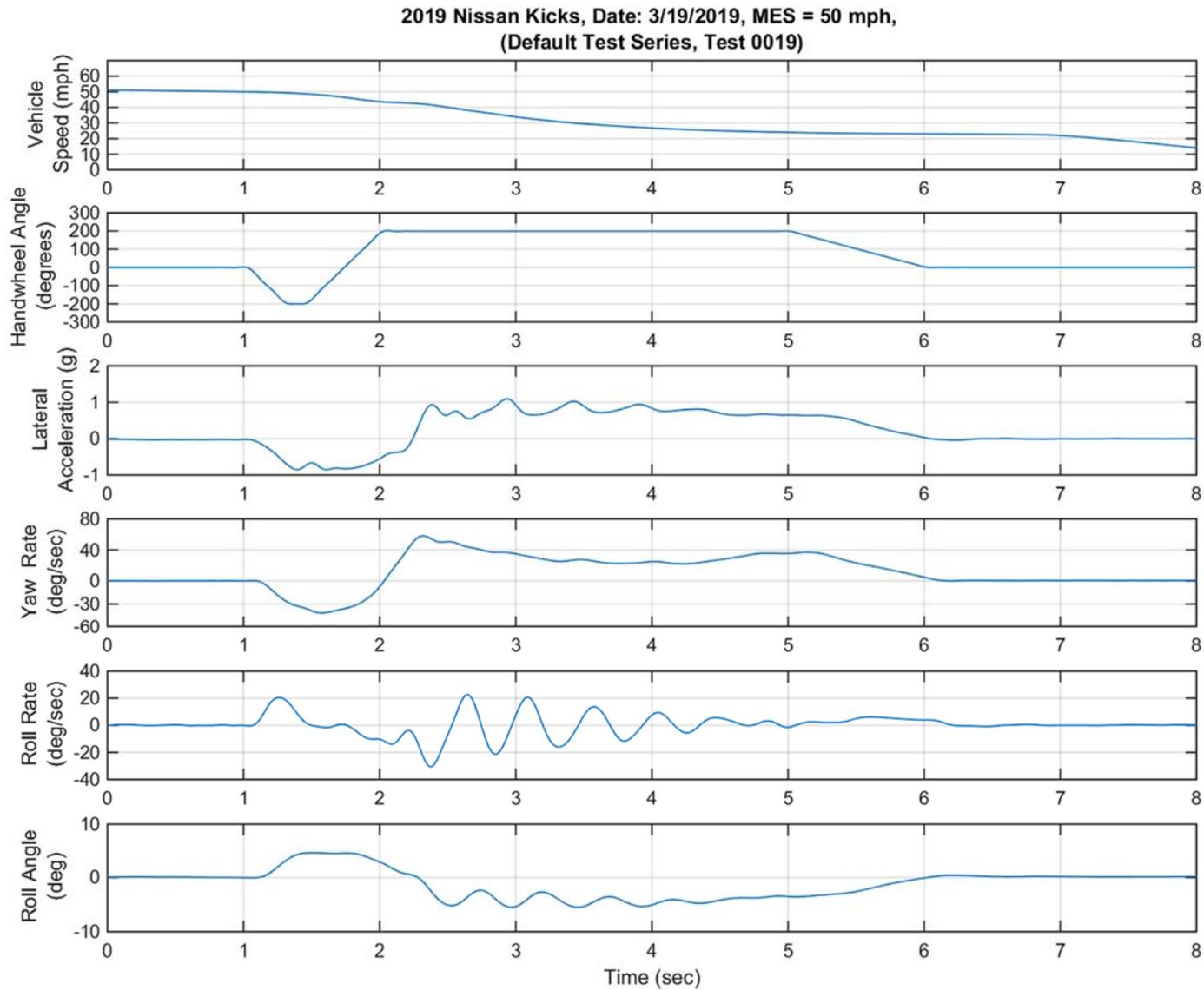


Figure D3. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots For Default Test Series, L-R, 50 mph

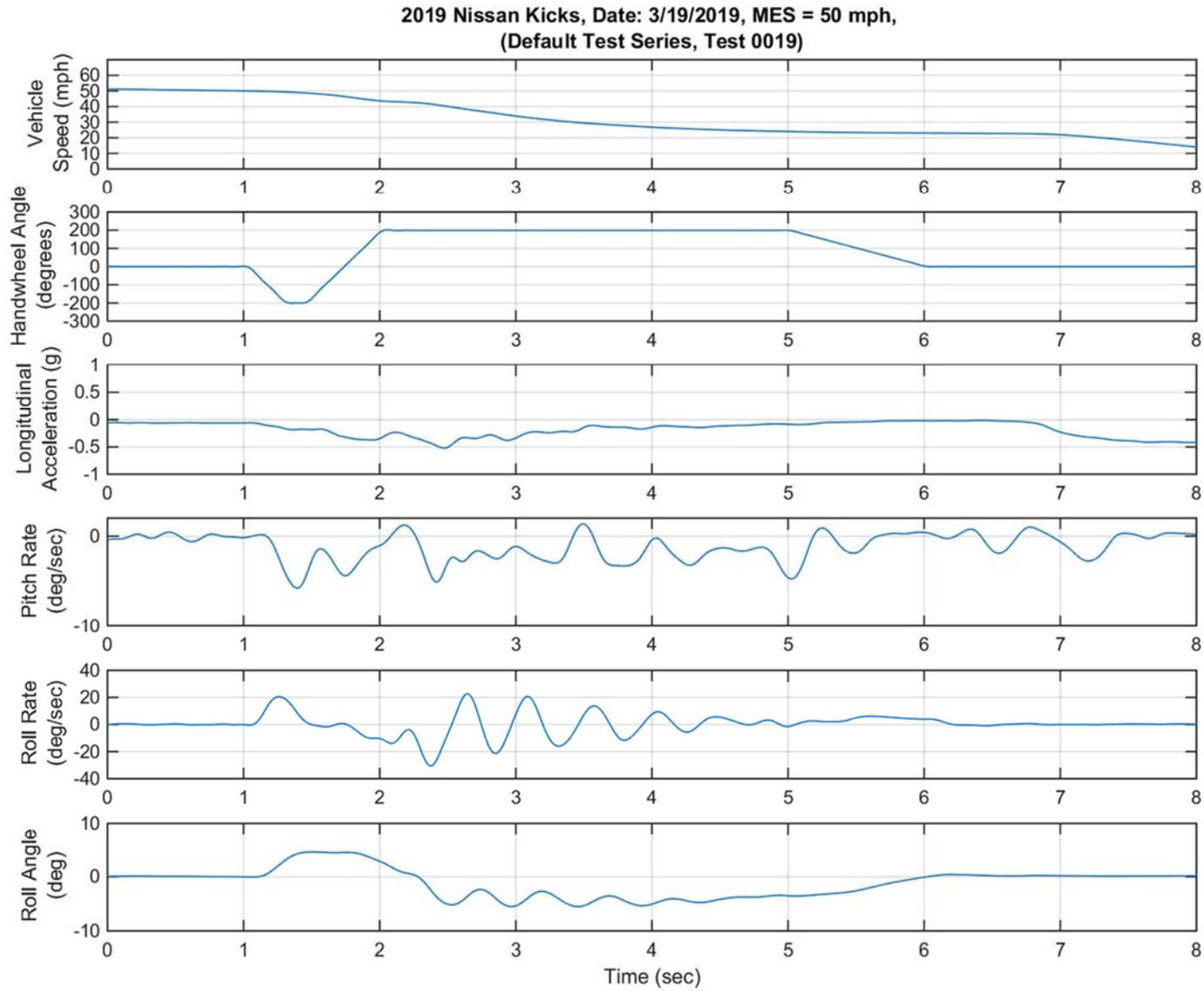


Figure D4. Pitch Rate and Longitudinal Acceleration Time History Plots for Default Test Series, L-R, 50 mph

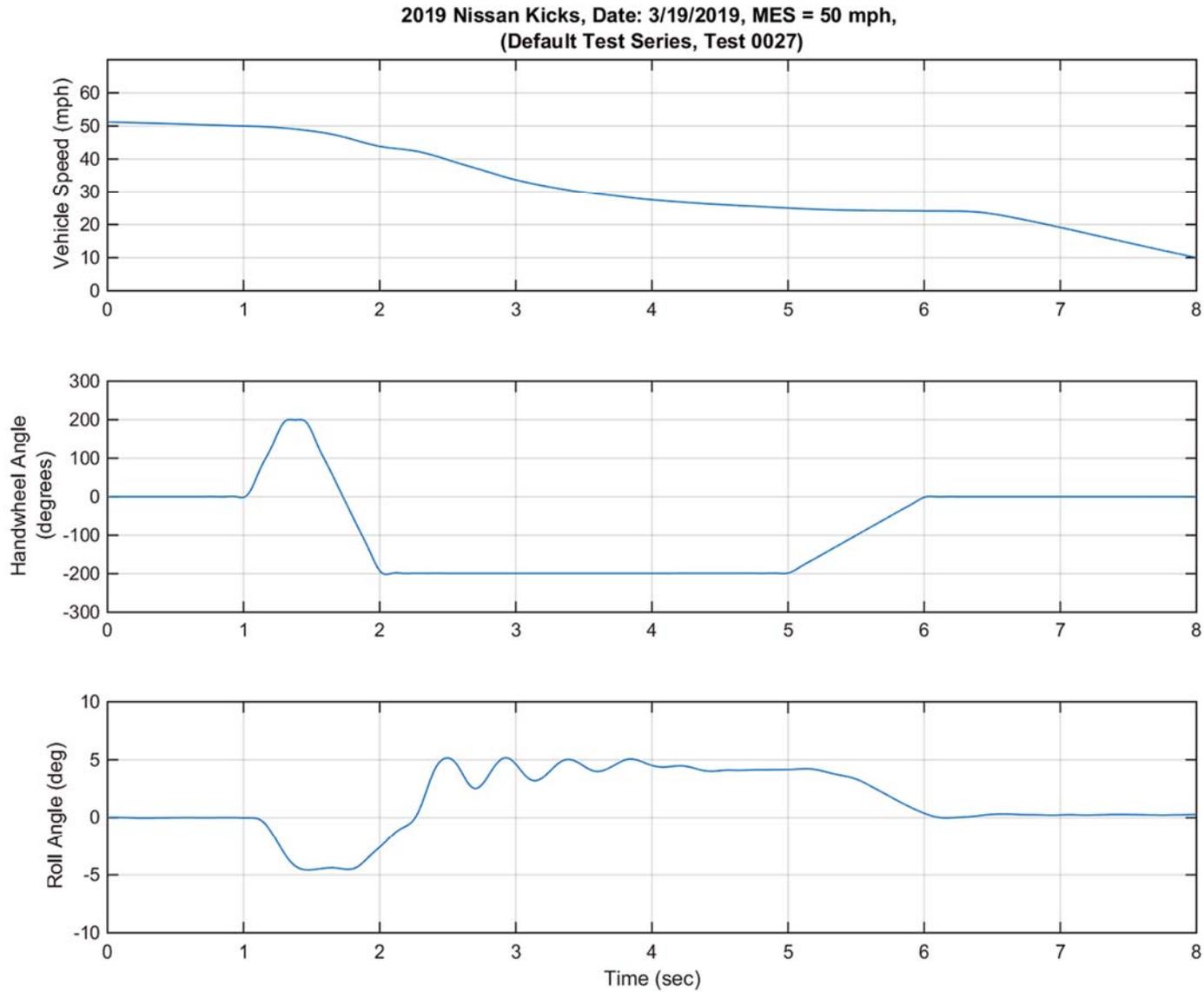


Figure D5. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Default Test Series, R-L, 50 mph

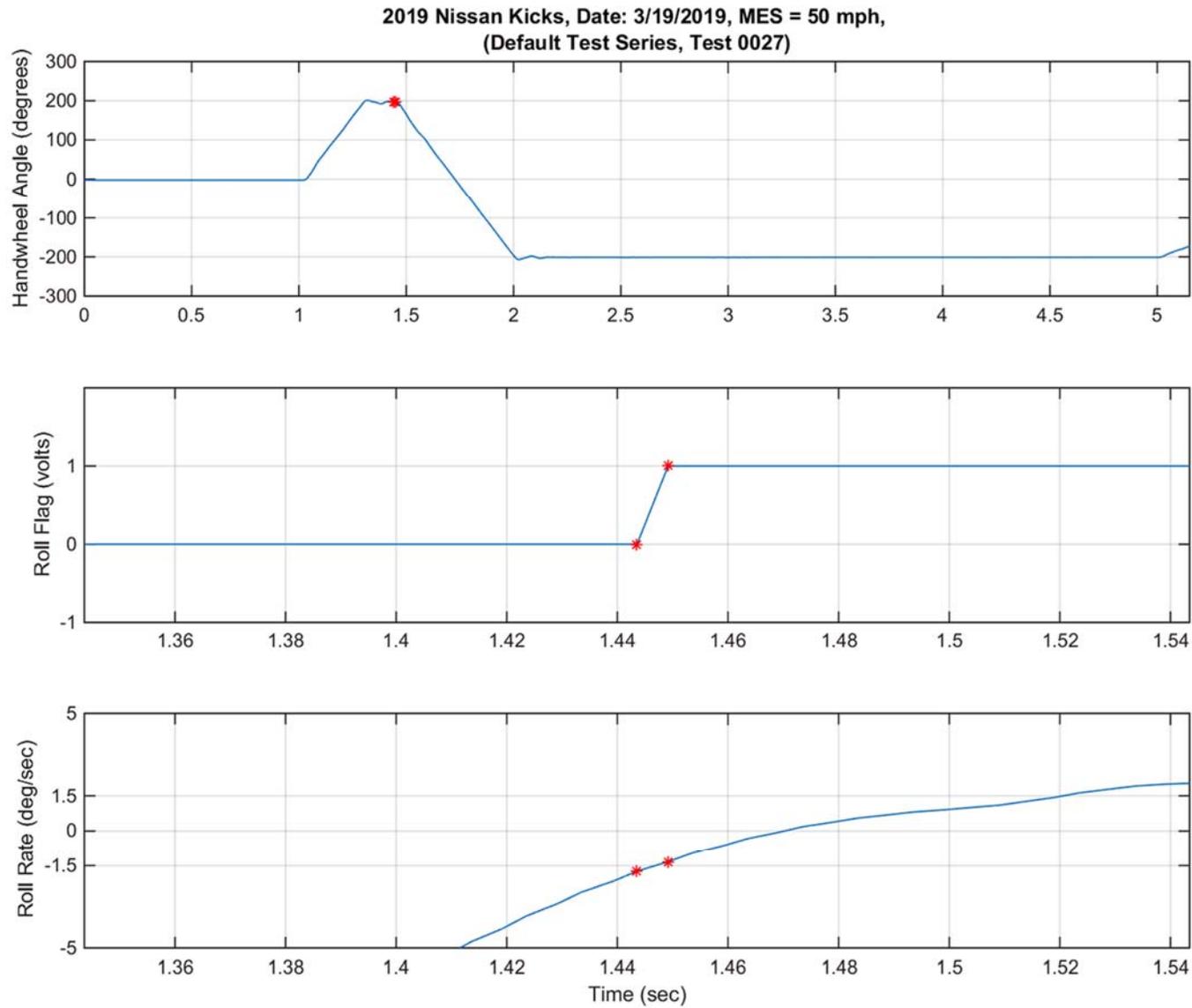


Figure D6. Steering Machine Operation Time History Plots for Default Test Series, R-L, 50 mph

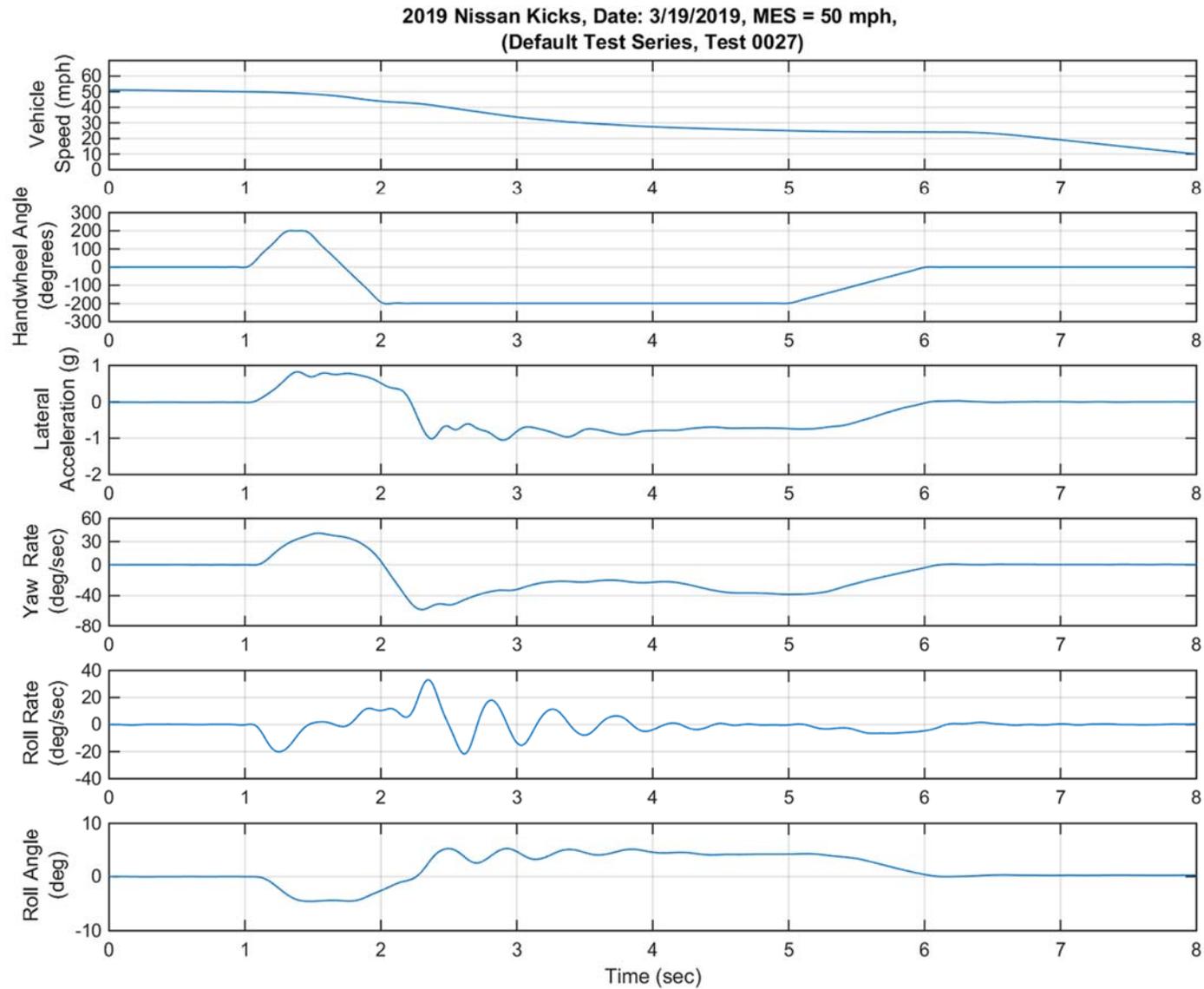


Figure D7. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots for Default Test Series, R-L, 50 mph

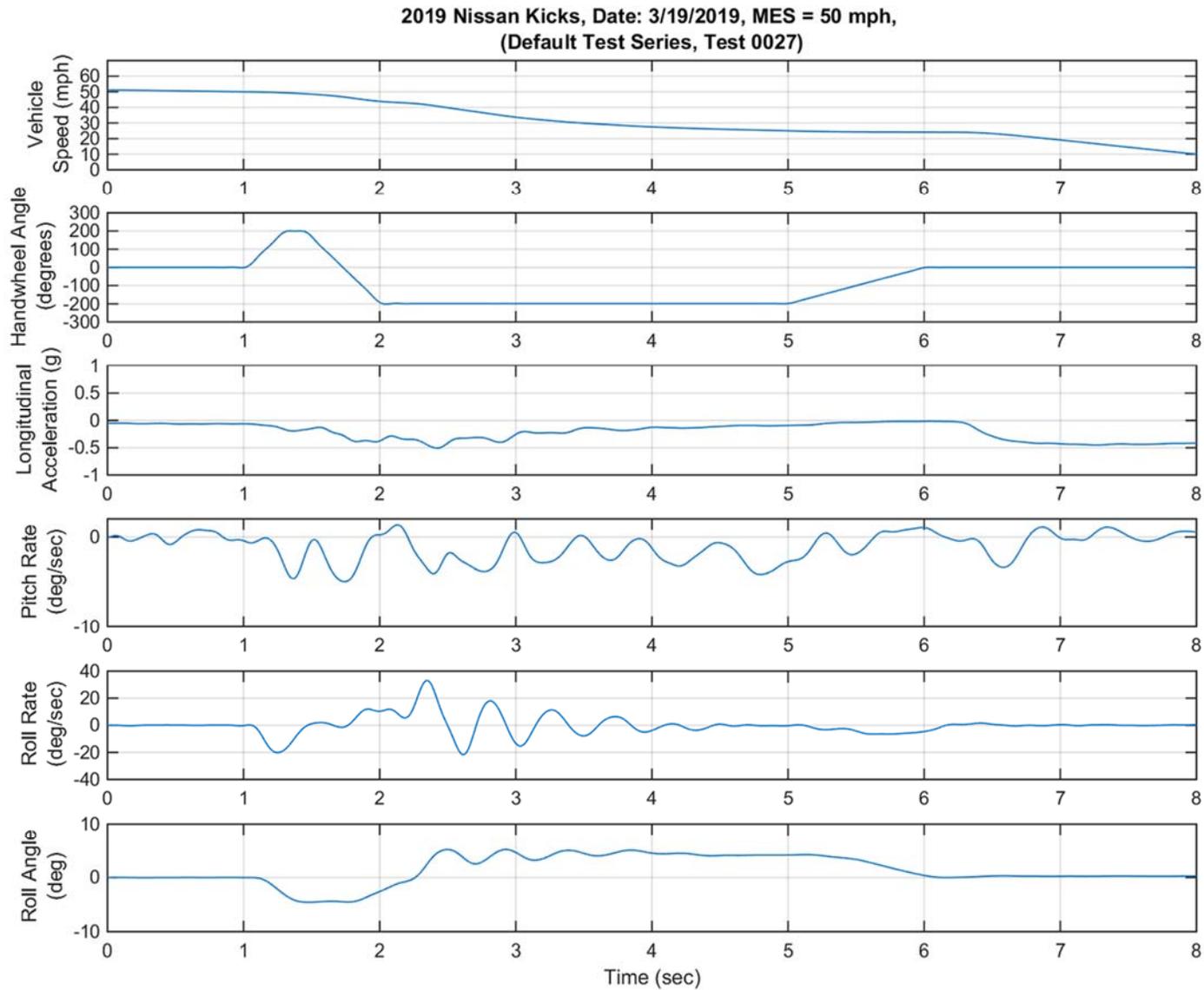


Figure D8. Pitch Rate and Longitudinal Acceleration Time History Plots or Default Test Series, R-L, 50 mph

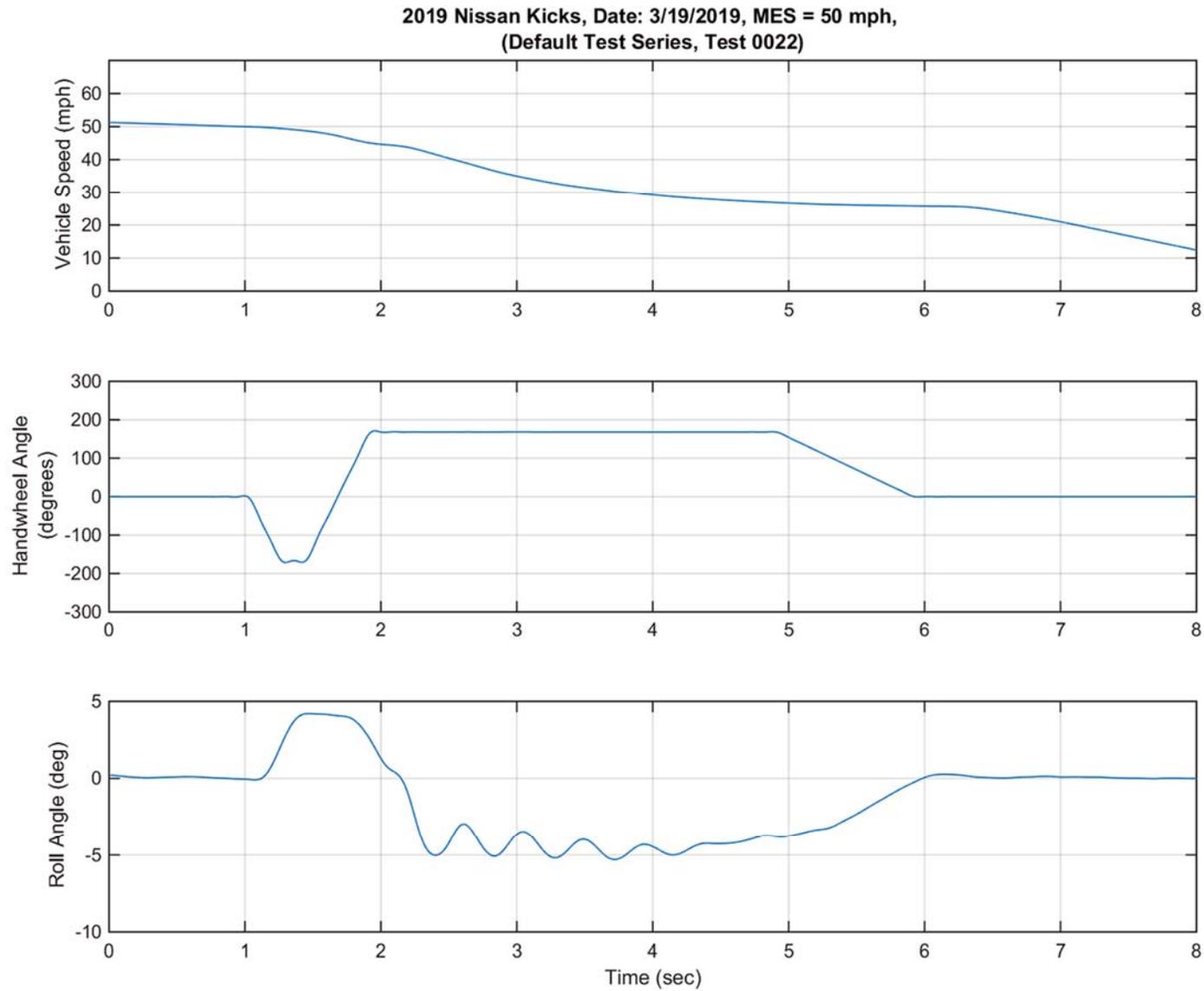


Figure D9. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Supplemental 2 Test Series, L-R, 50 mph

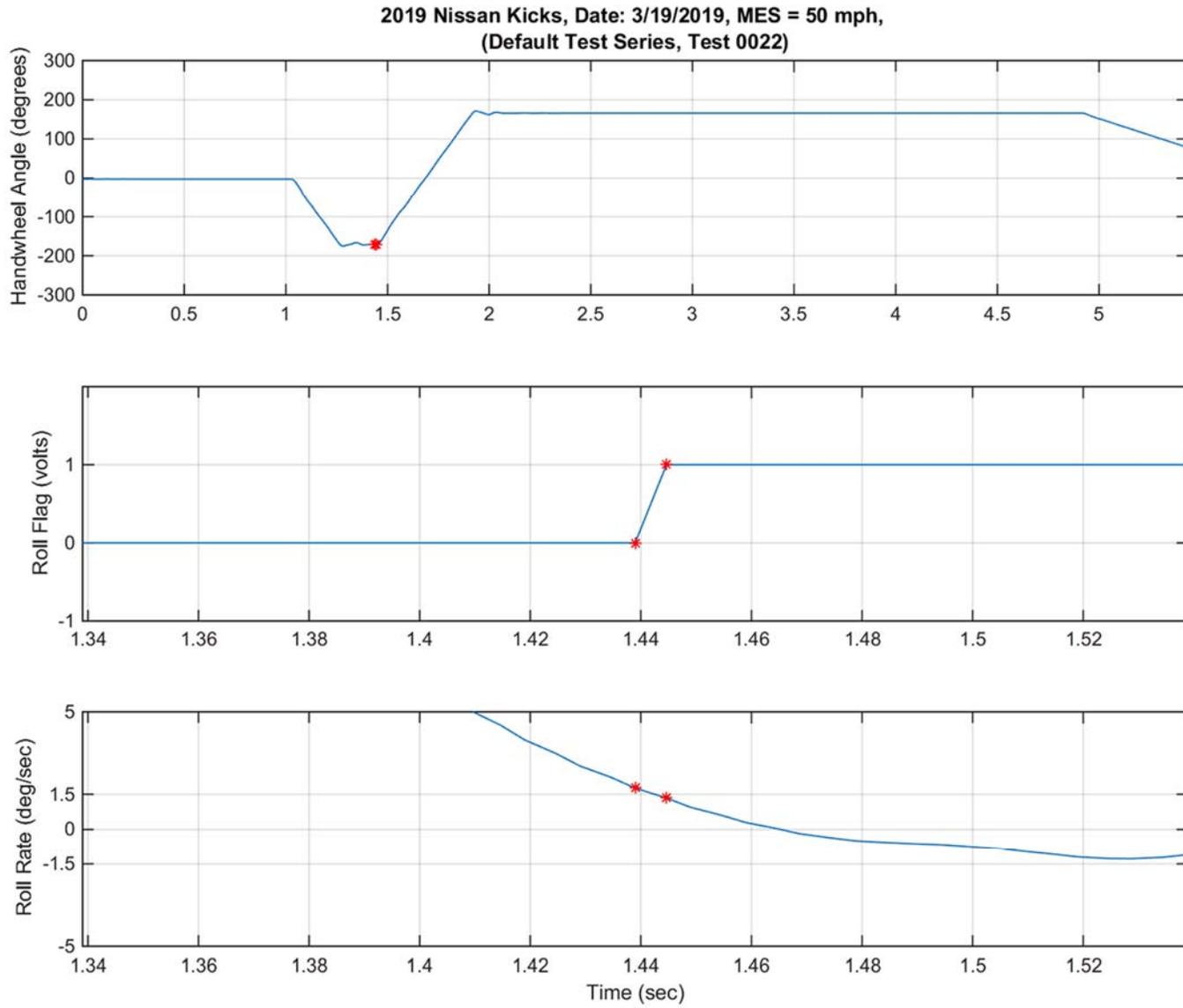


Figure D10. Steering Machine Operation Time History Plots for Supplemental 2 Test Series, L-R, 50 mph

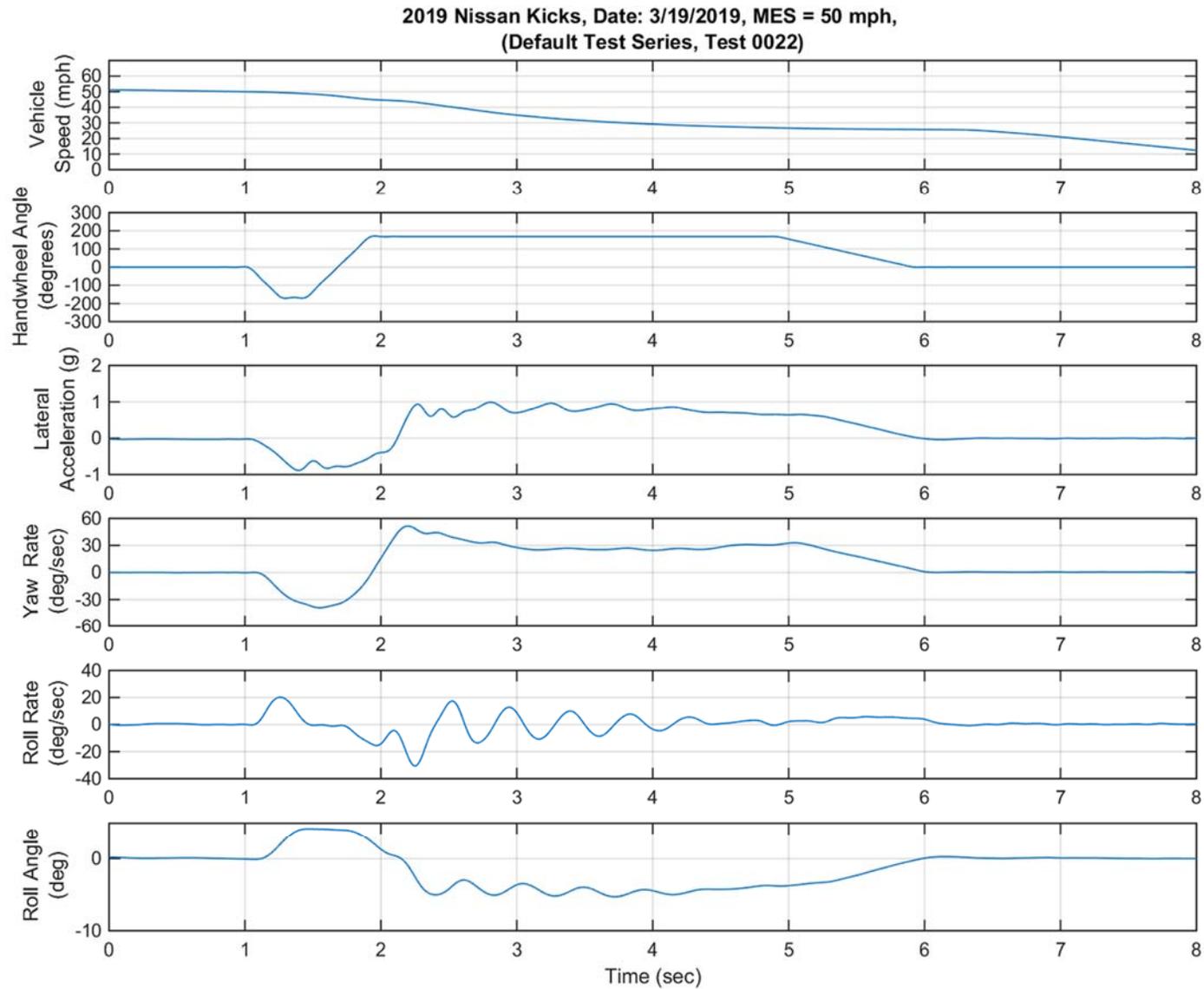


Figure D11. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots for Supplemental 2 Test Series, L-R, 50 mph

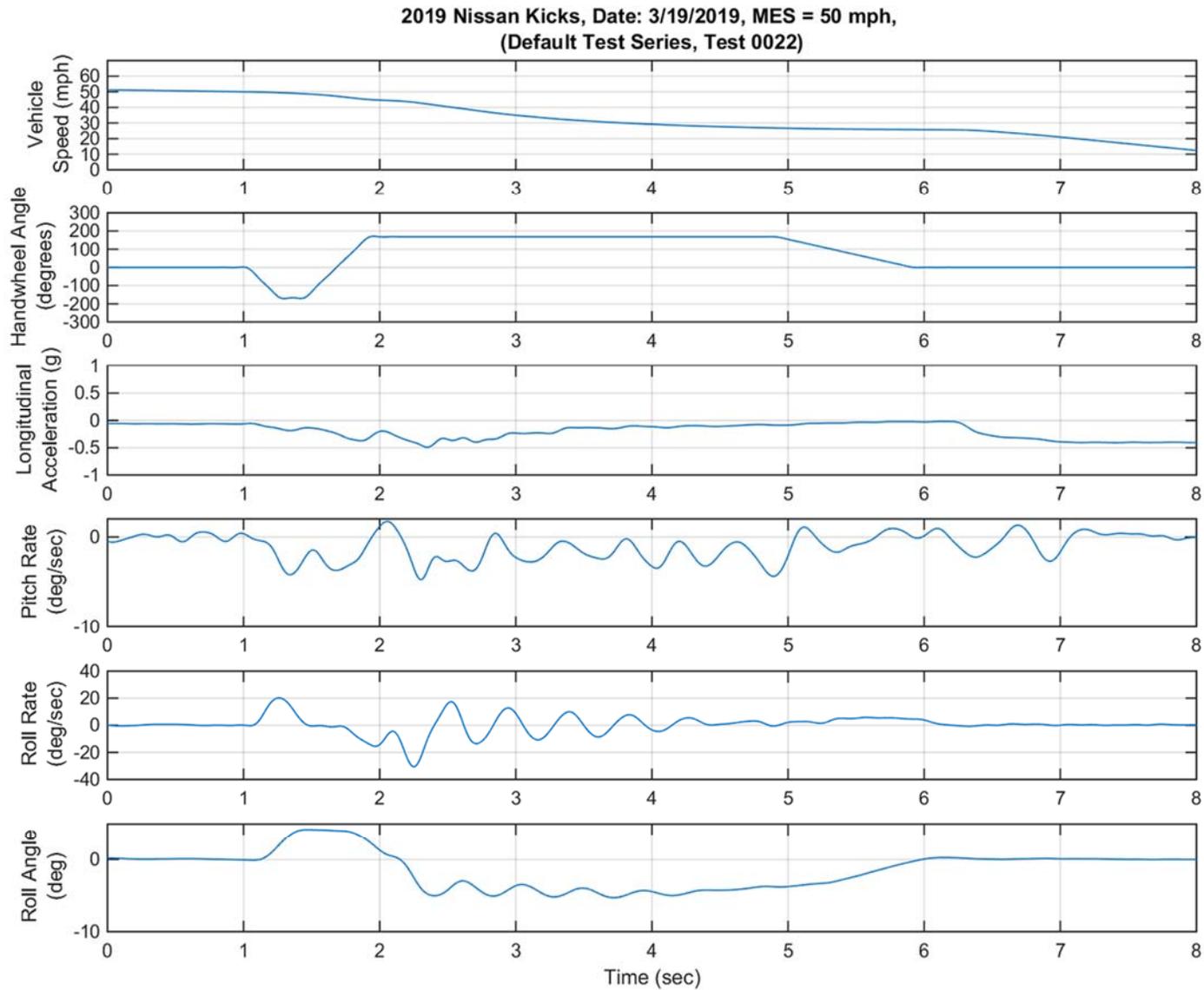


Figure D12. Pitch Rate and Longitudinal Acceleration Time History Plots for Supplemental 2 Test Series, L-R, 50 mph

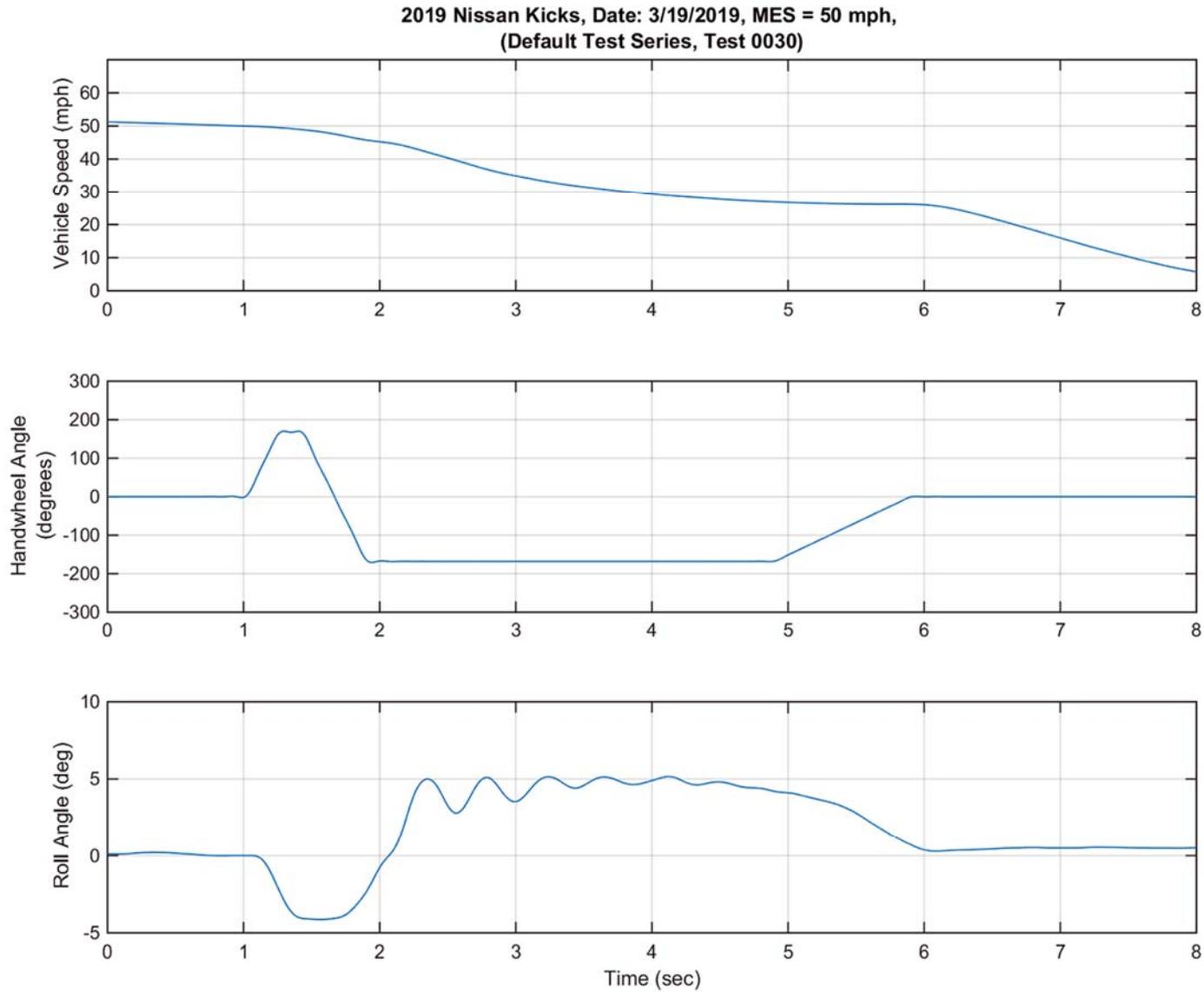


Figure D13. Vehicle Speed, Handwheel Angle, and Roll Angle Time History Plots for Supplemental 2 Test Series, R-L, 50 mph

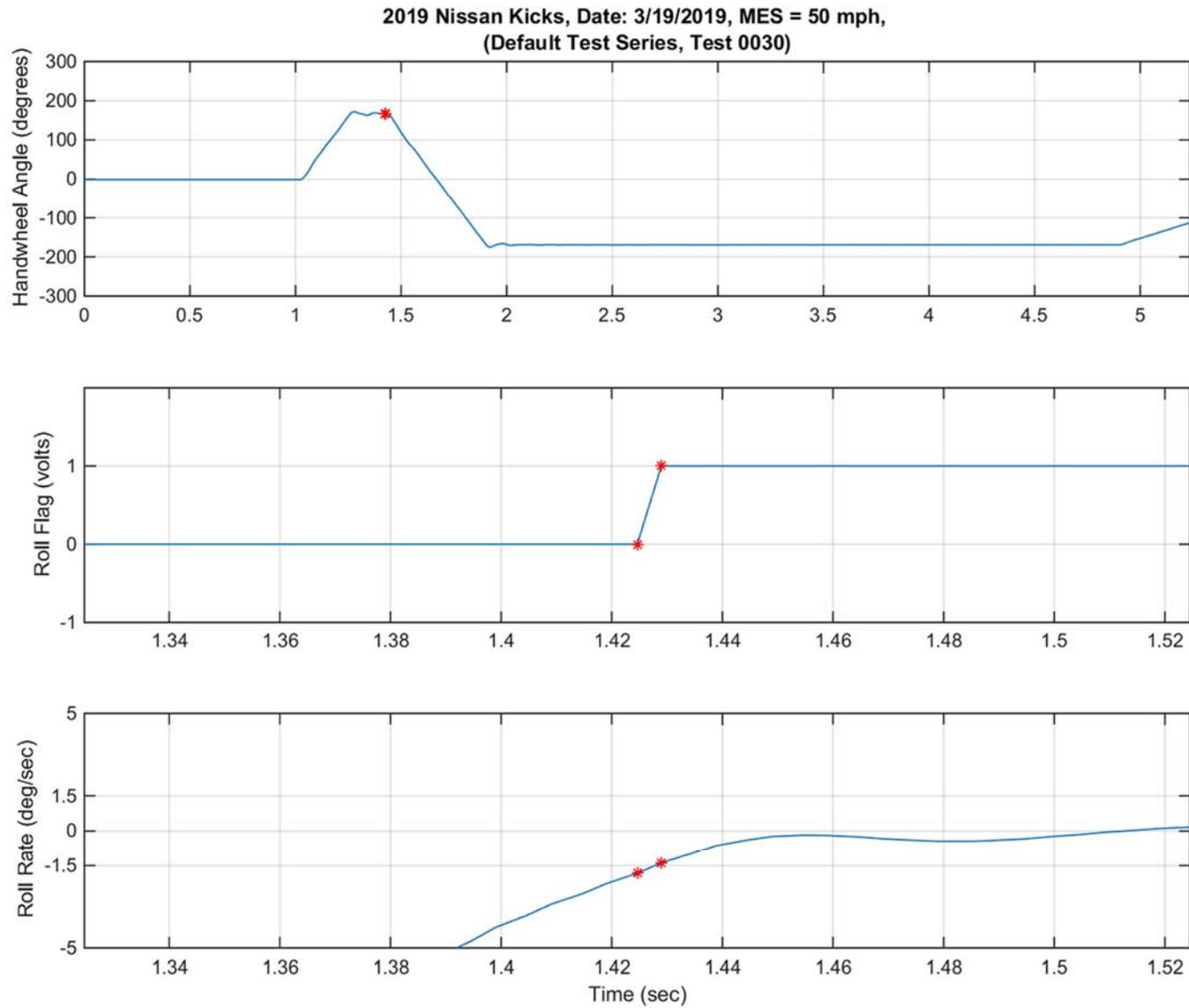


Figure D14. Steering Machine Operation Time History Plots for Supplemental 2 Test Series, R-L, 50 mph

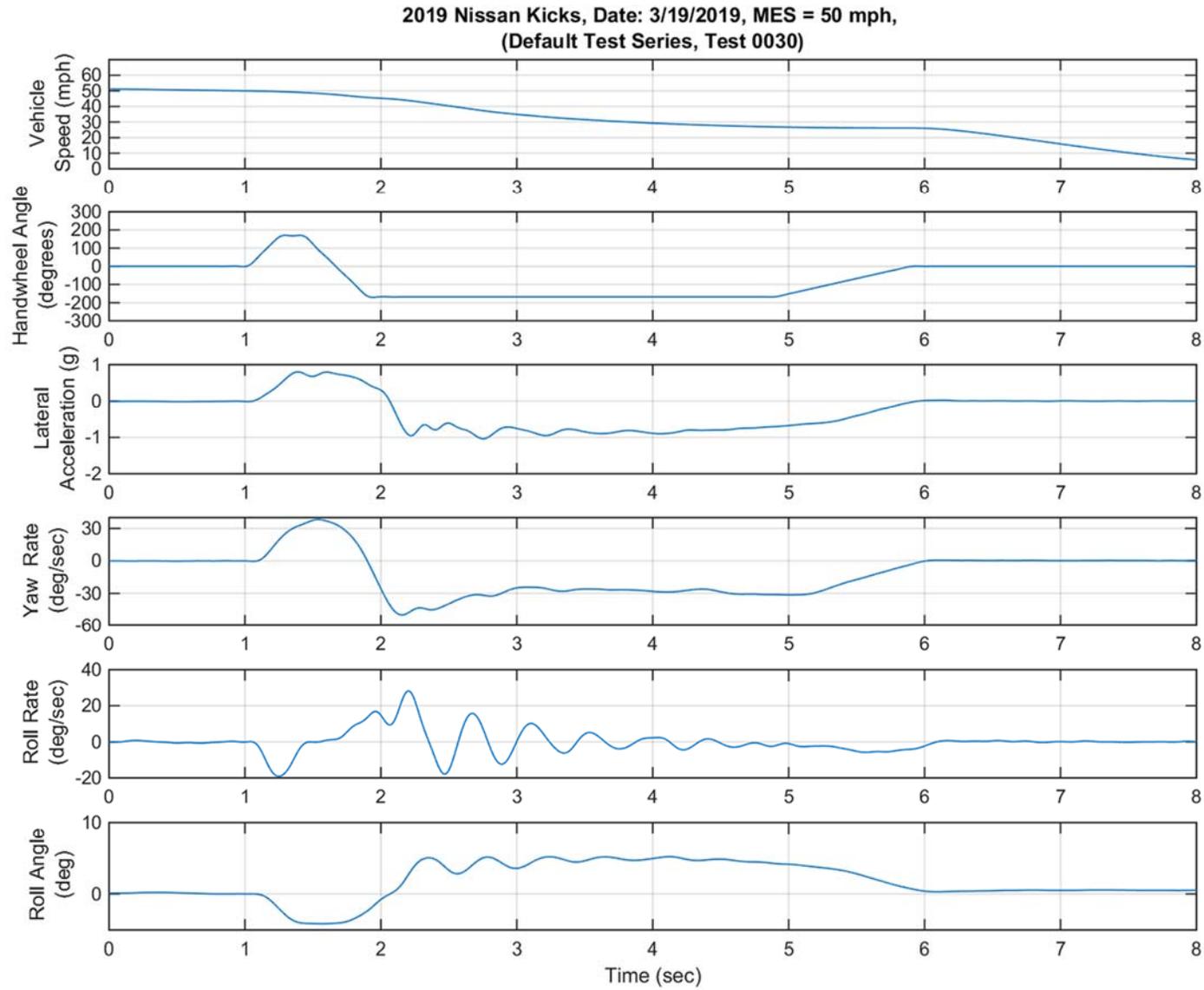


Figure D15. Yaw Rate, Roll Rate, and Lateral Acceleration Time History Plots for Supplemental 2 Test Series, R-L, 50 mph

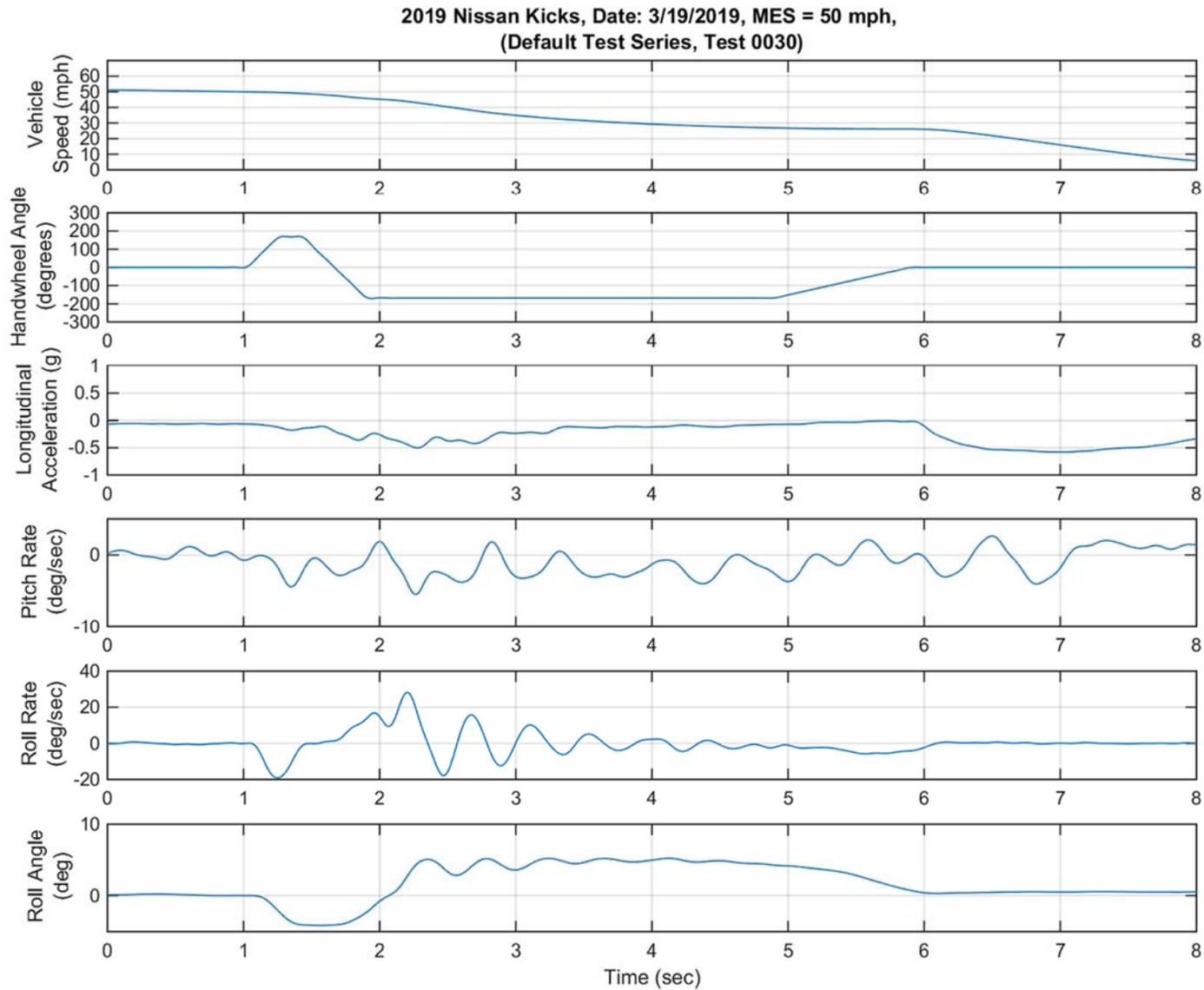


Figure D16. Pitch Rate and Longitudinal Acceleration Time History Plots for Supplemental 2 Test Series, R-L, 50 mph