

Redesigned for the 2000 model year, the Nissan Sentra has optional side airbags designed to protect drivers' and front passengers' heads and chests. Front shoulder belts include crash tensioners designed to prevent slack from allowing excessive forward movement in a crash and devices to limit belt forces on occupants. Antilock brakes are optional.

The Insurance Institute for Highway Safety has evaluated the crashworthiness of the Nissan Sentra, based primarily on performance in a 40 mph frontal offset crash test into a deformable barrier. Head restraint and bumper designs are evaluated separately:

**STRUCTURE/SAFETY CAGE: ACCEPTABLE** There was minimal to moderate intrusion into the driver footwell area and minimal to moderate rearward movement of the instrument panel.

**RESTRAINTS/DUMMY KINEMATICS: GOOD** Dummy movement was well controlled. During rebound, the dummy moved toward the driver door, and its head hit the B-pillar.

**INJURY MEASURES: HEAD AND RIGHT LEG/FOOT ACCEPTABLE** Measures taken from the neck and chest indicate low risk of injury to these body regions. However, a high head acceleration occurred when the dummy's head hit the B-pillar, indicating the possibility of head injury, and the extent of the right tibia-femur displacement indicates the possibility of knee injury.

**OVERALL EVALUATION: ACCEPTABLE** The driver space was maintained reasonably well in the frontal offset crash test, but dummy measures indicate the possibility of head and knee injuries. Optional side airbags with head protection and standard belt crash tensioners are pluses.