



# Renault Espace Large MPV

2015









82%



Child Occupant

89%

Pedestrian



70%



Safety Assist

80%

## **SPECIFICATION**

Tested Model	Renault Espace
Body Type	5 door MPV
Year Of Publication	2015
Kerb Weight	1671kg
VIN From Which Rating Applies	applies to all Espaces of the specification tested
Class	Large MPV

# **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	•	•	×



# 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)	×
ESC	•
AEB City	×
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	0

The Safety Equipment includes those items relevant for the year of assessment

Fitted to test car as standard	<ul><li>Fitted to test car as option</li></ul>	— Not applicable	💢 Not available
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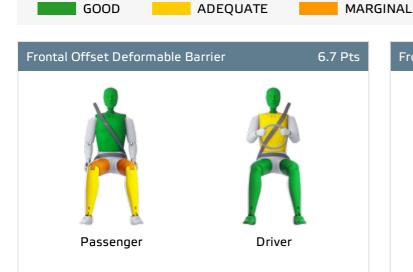
O Not fitted to test car but available as option





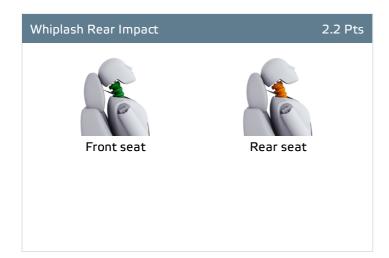
Total 31.4 Pts / 82%

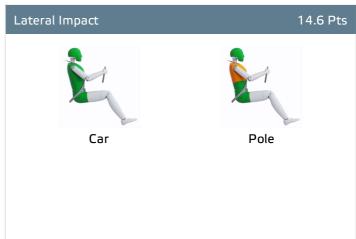
POOR

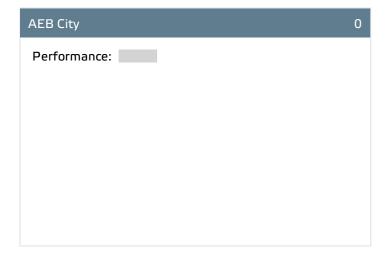




WEAK









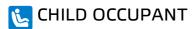


Total 31.4 Pts / 82%

#### Comments on Adult Occupant

The passenger compartment of the Espace remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Renault showed that a similar level of protection would be provided on the driver's side to occupants of different sizes and to those sat in different positions. However, on the passenger side, structures in the dashboard presented a risk of injury and the car was penalised. In the full-width rigid wall test, all critical body areas were well protected for the driver and protection of the rear seat occupant was good or adequate. In the side impact barrier test, dummy readings showed good protection of all critical body areas. However, the rear driver's side door opened during the test, presenting a risk of ejection for those in the vehicle and the score was penalised. In the more severe side pole impact, dummy readings of rib compression indicated a marginal level of protection for the chest but protection of other parts of the body was good. Tests on the front seats and head restraints indicated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The Espace's autonomous emergency braking system operates from 30km/h upwards so did not qualify for an assessment of its whiplash protection.

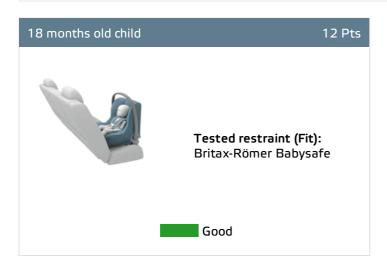




Total 44 Pts / 89%



Crash Test Performance 24 Pts





Safety Features 8 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd row center
Isofix	×	•	•	×	
i-Size	×	•	•	×	
Integrated CRS	×	×	×	×	

Fitted to test car as standard

Not on test car but available as option

🗶 Not available

CRS Installation Check 12 Pts

Install without problem
Safety critical problem
Install with care
Install with care

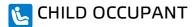
#### Infants up to 13 kg











Total 44 Pts / 89%

## Infants and toddlers up to 18 kg



## Toddlers from 9 to 18 kg







#### Toddlers over 18 kg







Total 44 Pts / 89%

			Seat Position	on		
	Front	2nd row		3rd row		
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi Cabriofix (Belt)	•	•	•	•	•	•
Römer King Plus (Belt)	•	•	•	•	•	•
Römer Duo Plus (ISOFIX)	×	•	•	•	×	×
Römer KidFix (Belt)	•	•	•	•	•	•
Maxi Cosi Cabriofix & EasyFix (Belt)	×	•	•	•	×	×
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	×	•	•	•	×	×
BeSafe iZi Kid X3 ISOfix (ISOFIX)	×	•	•	•	×	×
Maxi Cosi Pearl & Familyfix (ISOFIX)	×	•	•	•	×	×
Römer KidFix (ISOFIX)	×	•	•	•	×	×

Install without problem

install with care

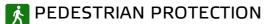
safety critical problem

★ Installation not allowed

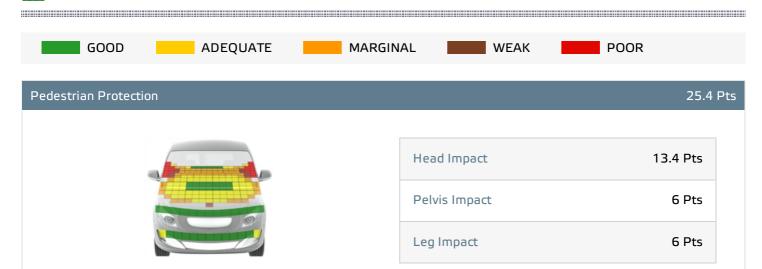
#### Comments on Child Occupant

Both child dummies were sat in rearward-facing restraints and the Espace scored maximum points for its protection of the 1½ and 3 year infants in the dynamic tests. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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 Espace is designed could be properly installed and accommodated in the vehicle.





Total 25.4 Pts / 70%



#### Comments on Pedestrian

The bumper provided predominantly good protection to pedestrians' legs and scored maximum points for its protection of the pelvis area. The bonnet surface showed adequate protection to the head of a struck pedestrian in most areas with some good performance towards the centre and poor results only on the stiff windscreen pillars.





Total 10.5 Pts / 80%

GOOD	ADEQUATE	MARGINAL	WEAK	POOR	

Speed Assistance 3 Pts

System Name	Over Speed Prevention System
Speed Limit Information Function	Camera & Map
Warning Function	System advised
Speed Limitation Function	System advised

# **Electronic Stability Control**

3 Pts

System Name	ESP		
PERFORMANCE			
Vehicle Yaw Rate @ COS + 1.00 s	8.7%	meets ECE requirements	
Vehicle Yaw Rate @ COS + 1.75 s	5.4%	meets ECE requirements	
Lateral Displacement @ BOS + 1.07 s	3.05 m	meets ECE requirements	

Seat Belt Reminder 3 Pts

Applies To	All seats			
Warning	Driver Seat	rear passenger(s)		
Visual	•	•	•	
Audible	•	•	•	

Pass Fail — Not available

Lane Support 1 Pts

System Name	Lane Departure Warning
Туре	Lane Departure Warning
Operational From	70
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements





Total 10.5 Pts / 80%

AEB Interurban 0.5 Pts

Туре	Forward Collision Warning with Auto-Brake		
Operational From	30 Km/h		
Additional Information	Default On		
PERFORMANCE			
Operational Speed	30-140 Km/h	30-140 Km/h	
	Autobrake Function Only	Driver reacts to warning	
Approaching a stationary car		Crash avoided up to 0km/h. Crash speed reduced up to 0km/h.	
	Crash avoided up to 0km/h. Crash speed reduced up to 0km/h.	Crash avoided up to 50km/h. Crash speed reduced up to 80km/h.	
FOLLOWING A CAR AT SHORT DISTANCE			
Car in front brakes gently	Mitigation	Mitigation	
Car in front brakes harshly	Mitigation	Mitigation	
FOLLOWING A CAR AT LONG DISTANCE			
Car in front brakes gently	Mitigation	Mitigation	
Car in front brakes harshly	Mitigation	Mitigation	

#### Comments on Safety Assist

Electronic stability control is standard equipment, along with a seatbelt reminder system for the front and rear seats. The optional 'Over-Speed Protection System' uses a forward-looking camera to recognise speed signs. The information is presented to the driver who can decide whether or not to allow the car to be limited to that maximum speed. The system met Euro NCAP's requirements for such intelligent speed assistance and was given maximum points. An autonomous emergency braking system is also an option that is expected to be fitted to most cars sold. The system operates between 30 and 140km/h and gave marginal performance in Euro NCAP's tests. A lane departure warning system is also available as an option and met Euro NCAP's requirements.