## **TEST RESULTS**

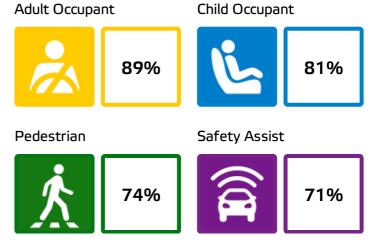


Renault Kadjar Small Off-Road



2015 🔶 🛧 🛧 🛧 🛧





# SPECIFICATION

Tested Model	Renault Kadjar 1.5dCi 'ZEN', LHD
Body Type	5 door hatchback
Year Of Publication	2015
Kerb Weight	1420kg
VIN From Which Rating Applies	VF1RFE00X53586729
Class	Small Off-Road

# SAFETY EQUIPMENT

Driver Passenger Rear FRONTAL CRASH PROTECTION Frontal airbag Belt pretensioner Belt loadlimiter × x Knee airbag SIDE CRASH PROTECTION Side head airbag × Side chest airbag × × × Side pelvis airbag



# SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		×	٠
Integrated CRS		×	×
Airbag cut-off switch		•	
SAFETY ASSIST			
Seat Belt Reminder	•		٠

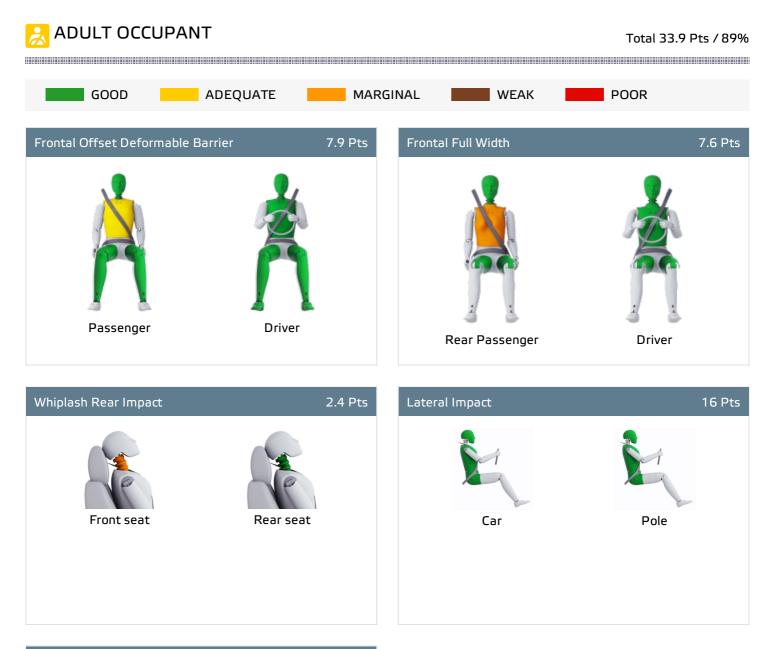
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	0
Speed Assistance System	0
Lane Assist System	0

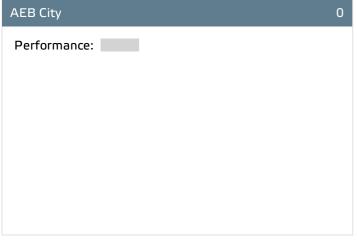
The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
  O Fitted to test car as option
   Not applicable
- 🗙 Not available

O Not fitted to test car but available as option







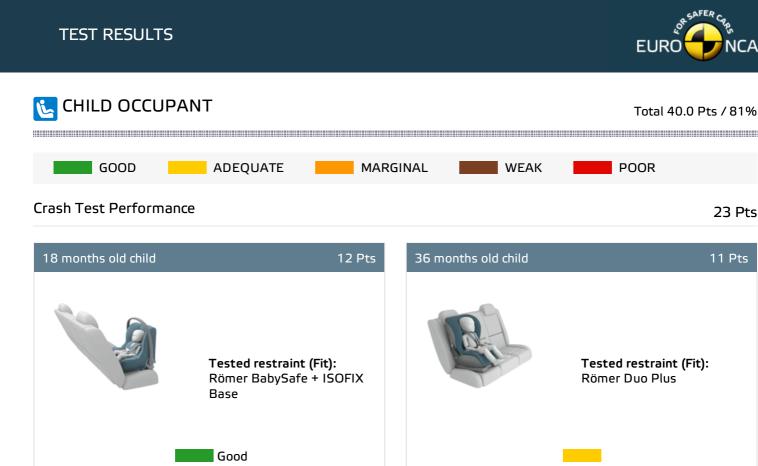




Total 33.9 Pts / 89%

#### Comments on Adult Occupant

The passenger compartment of the Kadjar remained stable in the frontal offset test. The driver dummy scores maximum points, with good protection of all body critical regions and the passenger dummy lost only a fraction of a point, with adequate chest protection. 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 to occupants of different sizes and to those sat in different positions. In the full-width frontal test, the driver dummy again scored maximum points. The rear passenger dummy had a marginal level of chest protection but all other critical body areas were well protected. The Kadjar provided good protection to all body regions in the side impact barrier test, simulating another car striking the side of the vehicle, and also in the more sever side pole test. The front seats and head restraints provided marginal protection against whiplash injury in the event of a rear-end collision, while a geometric assessment of the rear seats indicated good whiplash protection. An autonomous emergency braking system is available but it is not standard equipment so its low-speed whiplash protection was not assessed.



### Safety Features

Front 2nd row 2nd row Passenger outboard x x Isofix x x x i-Size x x x 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 🗙 Installation not allowed Infants up to 13 kg Maxi Cosi Cabriofix (Belt) Maxi Cosi Cabriofix & EasyFix (Belt) Maxi Cosi Cabriofix & EasyFix (ISOFIX)

**ICAP** 

23 Pts

11 Pts

5 Pts





Total 40.0 Pts / 81%

### Infants and toddlers up to 18 kg



#### Toddlers from 9 to 18 kg

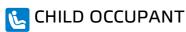


#### Toddlers over 18 kg









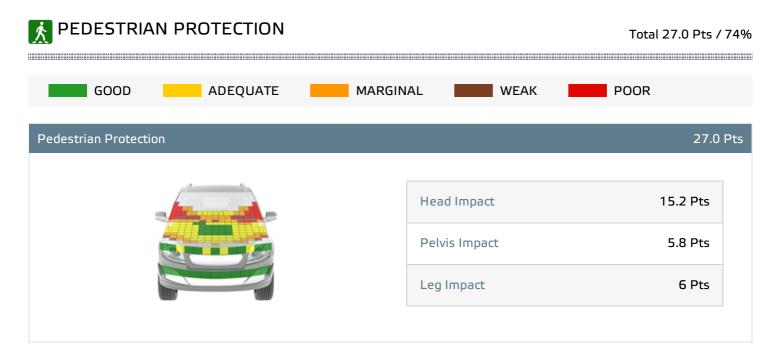
Total 40.0 Pts / 81%

		Seat Position		
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	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)	×		×	

#### Comments on Child Occupant

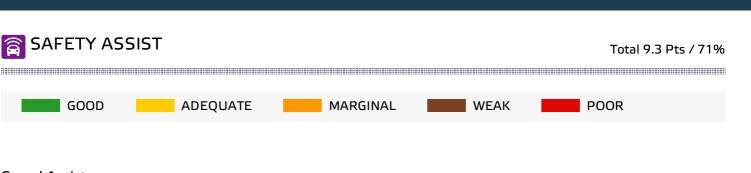
The Kadjar scored maximum points for its protection of the 1½ year dummy in the frontal offset and side barrier tests. Protection of the 3 year dummy was also good apart from marginally high tensile forces in the neck. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and, 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 vehicle is designed could be properly installed and accommodated in the car. Cars before VIN VF1RFE00X53586729 have a very slightly different rear seat cushion and position of the seatbelt buckles.





### Comments on Pedestrian

The bumper provided good protection for pedestrians' legs and scored maximum points. Protection of the pelvis was at least adequate in all areas tested. The bonnet provided head protection that was predominantly adequate, with good protection towards the centre of the bonnet surface and poor results only at the stiff windscreen pillars.



S	pe	ed	Assistance	
-	Ρ٧		/ (35)/5(0)/166	

**TEST RESULTS** 

2.3	Pts
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NCAP

ORSAFERC

EURC

Speed Limit Information Function	Camera based
Warning Function	System advised
Speed Limitation Function	System advised

## Electronic Stability Control

### 3 Pts

3 Pts

System Name	BOSCH 9.0	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	4.9%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	4.9%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.1 m	meets ECE requirements

# Seat Belt Reminder

 Applies To
 All seats

 Warning
 Driver Seat
 front passenger(s)
 rear passenger(s)

 Vsual
 Image: Constraint of the seated seated

## Lane Support

1 Pts

Туре	Lane Departure Warning
Operational From	65
Warning	Audible
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements



# 🛜 SAFETY ASSIST

Total 9.3 Pts / 71%

### Comments on Safety Assist

Electronic stability control is standard equipment, together with a seatbelt reminder for the front and rear seats. An autonomous emergency braking system is not standard and the option is not expected to be fitted to most of the cars sold, so its high-speed performance was not assessed. A speed assistance system is available as an option and is expected to be widely fitted. The system uses a camera to inform the driver of local speed limits and the driver can manually set the system appropriately. A lane departure warning system will also be fitted to most cars sold so it was included in the assessment.