



Renault Espace
Large MPV

2015 ★★★★★



Adult Occupant



82%

Child Occupant



89%

Pedestrian Impact Protection



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	●	●	✘

Version 150518

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	○
Speed Assistance System	○
Lane Assist System	○

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as option
○ Not fitted to the test vehicle but available as option
 ✗ Not Available
 — Not Applicable

ADULT OCCUPANT

Total 31.4 Pts / 82%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.7 Pts

Passenger Driver

Frontal Full Width 7.9 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.2 Pts

Front seat Rear seat

Lateral Impact 14.6 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 31.4 Pts / 82%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 31.4 Pts / 82%

Comments

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.

CHILD OCCUPANT

Total 44 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

24 Pts

18 months old child 12 Pts

Tested restraint (Fit):
Britax-Römer Babysafe

■ Good

36 months old child 12 Pts

Tested restraint (Fit):
iZi Combi X3 Besafe

■ Good

Safety Features

8 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard
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
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

CHILD OCCUPANT

Total 44 Pts / 89%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOFix (ISOFIX)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 44 Pts / 89%

	Seat Position					
	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

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.

PEDESTRIAN IMPACT PROTECTION

Total 25.4 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Impact Protection	25.4 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">13.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	13.4 Pts	Pelvis Impact	6 Pts	Leg Impact	6 Pts
Head Impact	13.4 Pts						
Pelvis Impact	6 Pts						
Leg Impact	6 Pts						

Comments

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.

SAFETY ASSIST

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		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	70 km/h
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Pass

Version 150518

SAFETY ASSIST

Total 10.5 Pts / 80%

AEB Interurban

0.5 Pts

Type	Forward Collision Warning with Auto-Brake
Operational From	30 km/h
Additional Information	Default On

PERFORMANCE 		
	Autobrake Function Only	Driver reacts to warning
Operational Speed	30-140 km/h	30-140 km/h
Approaching a slower moving car	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

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.

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
April 2015	Rating Published	2015 ★★★★★ ✓
April 2016	Annual Review	2015
May 2017	Annual Review	2015
May 2018	Annual Review	2015