



**Renault Arkana**  
Standard Safety Equipment

2019



Adult Occupant



96%

Child Occupant



83%

Vulnerable Road Users



75%

Safety Assist



74%

## SPECIFICATION

Tested Model	Renault Captur 1.0 TCe, LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1243kg
VIN From Which Rating Applies	- all Arkanas
Class	Small Off-Road

### General comments

The Arkana is structurally identical to the Renault Captur tested by Euro NCAP in 2019 and has the same safety equipment. Based on data analysed by Euro NCAP, the same safety rating applies to both cars.

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
<b>CHILD PROTECTION</b>			
Isofix	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●

<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
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 part of the safety pack  
○ Not fitted to the test vehicle but available as option or as part of the safety pack   
 ✘ Not available   
 — Not applicable

 ADULT OCCUPANT

Total 36.8 Pts / 96%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 8 / 8 Pts



Passenger                      Driver

Detailed description: This panel shows two crash test dummies. The Passenger dummy is entirely green, indicating a 'GOOD' result. The Driver dummy is mostly green, with yellow highlights on the lower legs, indicating an 'ADEQUATE' result.

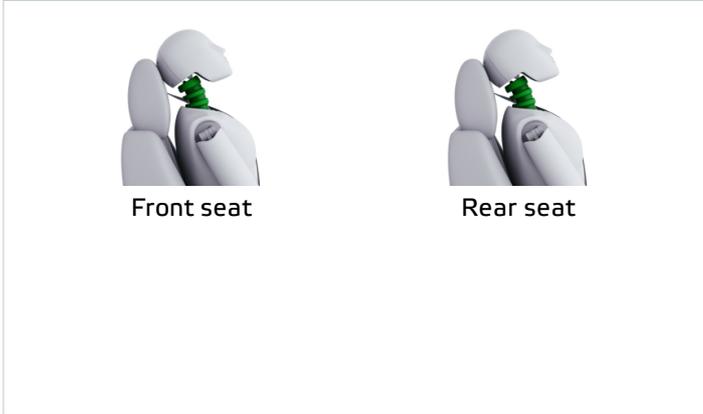
Frontal Full Width 7.7 / 8 Pts



Rear Passenger                      Driver

Detailed description: This panel shows two crash test dummies. The Rear Passenger dummy is mostly green with yellow highlights on the upper torso and lower legs, indicating an 'ADEQUATE' result. The Driver dummy is mostly green with yellow highlights on the upper torso and lower legs, indicating an 'ADEQUATE' result.

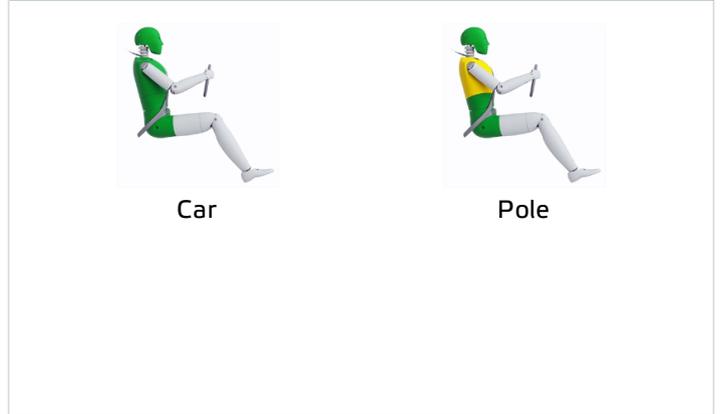
Whiplash Rear Impact 1.6 / 2 Pts



Front seat                      Rear seat

Detailed description: This panel shows two views of a car seat headrest. The Front seat view shows a green neck area, indicating a 'GOOD' result. The Rear seat view shows a green neck area, indicating a 'GOOD' result.

Lateral Impact 15.5 / 16 Pts



Car                      Pole

Detailed description: This panel shows two side-view crash test dummy scenarios. The 'Car' scenario shows a dummy with a green torso and yellow legs, indicating an 'ADEQUATE' result. The 'Pole' scenario shows a dummy with a green torso and yellow legs, indicating an 'ADEQUATE' result.

 ADULT OCCUPANT

Total 36.8 Pts / 96%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

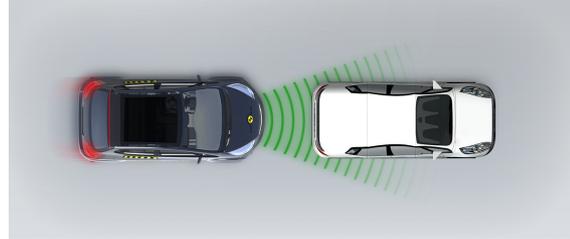
AEB City

 4.0 / 4 Pts

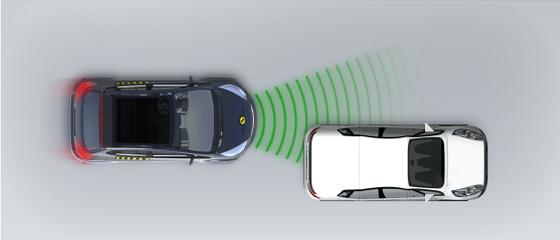
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





## ADULT OCCUPANT

Total 36.8 Pts / 96%

## Comments

The passenger compartment 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 to occupants of different sizes and to those sitting in different positions. Protection was rated as good for all critical body areas for the passenger. In the full-width rigid barrier test, protection was good or adequate for all critical body areas, both for the driver and the rear passenger. In the side barrier impact, protection of all critical body areas was good and the car scored full points in this test. Even in the more severe side pole test, protection of the chest was adequate and that of other body regions was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds at which many whiplash injuries occur, with collisions avoided in most test scenarios.

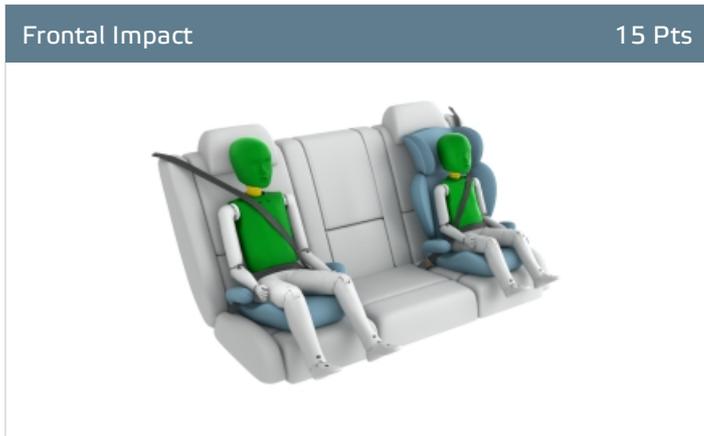
**CHILD OCCUPANT**

Total 41 Pts / 83%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

23.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*  
 Restraint for 10 year old child: *Booster Cushion*

**Safety Features**

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd 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

11.0 / 12 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIT i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41 Pts / 83%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## CHILD OCCUPANT

Total 41 Pts / 83%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	●	●	—	●
BeSafe iZi Flex FIT i-Size (iSize)	●	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	●	●	—	●
Britax Römer Duo Plus (ISOFIX)	●	●	—	●
Britax Römer KidFix XP (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem   
 ● Install with care   
 ● Safety critical problem   
 ✘ Installation not allowed  
 — Not available

## Comments

In the frontal offset test, protection was good or adequate for all critical parts of the body, for the 6 and 10-year dummies. The front passenger airbag can be disabled to allow a rearward-facing child 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. The vehicle handbook says that the rear centre seat is not suitable for a universal child restraint, so the installation assessment was deemed a fail. Otherwise, all restraint types for which the car is designed could be properly installed and accommodated.

**VULNERABLE ROAD USERS**

Total 36.1 Pts / 75%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian	24.8 / 36 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;">16.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">2.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	16.7 Pts	Pelvis Impact	2.1 Pts	Leg Impact	6.0 Pts
Head Impact	16.7 Pts						
Pelvis Impact	2.1 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users	11.3 / 12 Pts
System Name	Active Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

**Comments**

The protection provided by the bonnet to the head of a struck pedestrian was good or adequate at almost all test locations on the bonnet. The bumper provided good protection to pedestrians' legs but protection of the pelvis was generally weak or poor. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests of its response to such road users, the system performed well, collisions against both being avoided or mitigated in all test scenarios.

 VULNERABLE ROAD USERS

Total 36.1 Pts / 75%

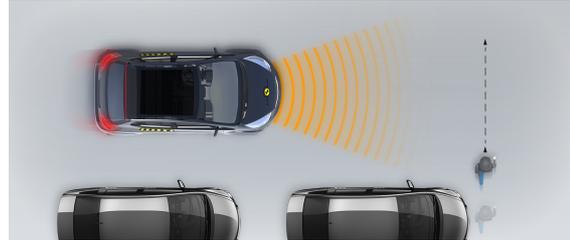
AEB Pedestrian 

■ Day time

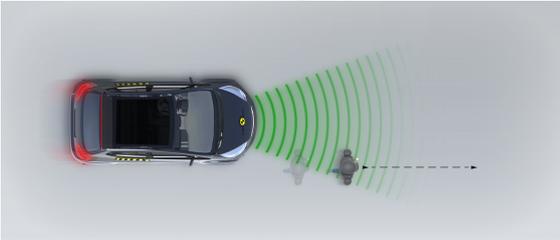
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road

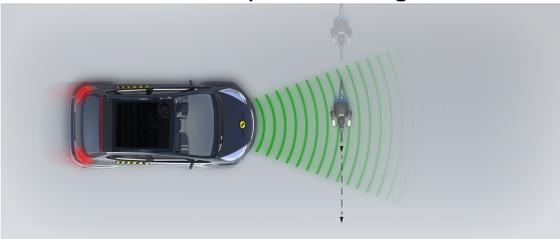


Adult along the roadside

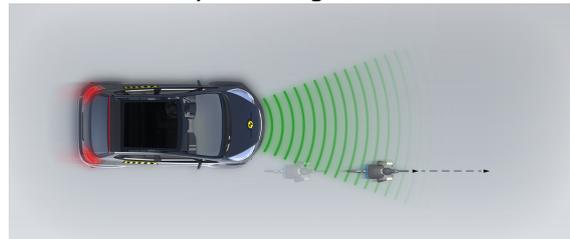


AEB Cyclist 

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.6 Pts / 74%

■ GOOD    ■ ADEQUATE    ■ MARGINAL    ■ WEAK    ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Speed Limiter
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder

■ 3.0 / 3 Pts

Applies To	All Seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass    ● Fail    — Not available

Lane Support

■ 2.0 / 4 Pts

System Name	Lane Keep Assist
Type	LKA (including LDW)
Operational From	70 km/h

PERFORMANCE	
Lane Keep Assist	<span style="color: green;">■</span> GOOD
Human Machine Interface	<span style="color: yellow;">■</span> ADEQUATE

SAFETY ASSIST

Total 9.6 Pts / 74%

AEB Inter-Urban

2.2 / 3 Pts

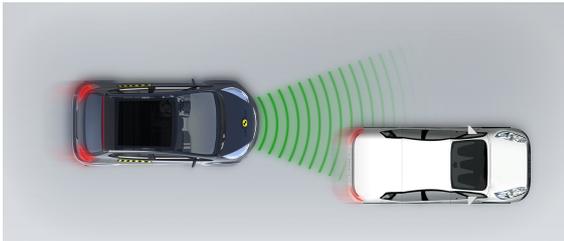
System Name	Active Emergency Braking System
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h

Comments

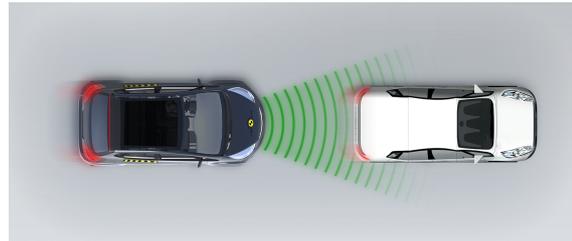
A seatbelt reminder system is standard equipment for the front and rear seats. The AEB system performed adequately in tests of its response to other vehicles at highway speeds. A lane support system helps prevent inadvertent drifting out of lane. A speed assistance system uses a camera mapping to identify the local limit and the driver can choose to allow the car to adjust the speed limiter accordingly.

■ Autobrake function only

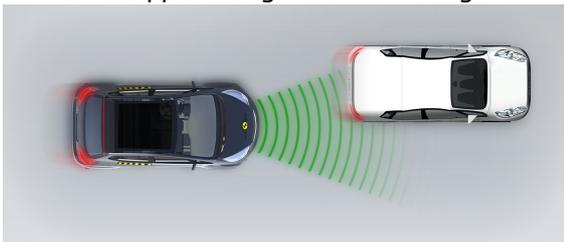
Approaching a slower moving car



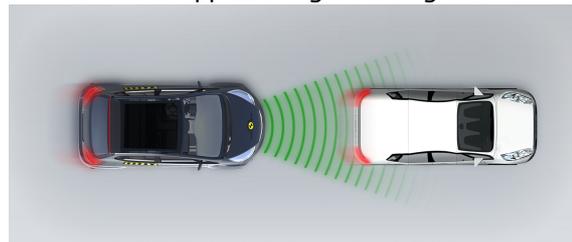
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

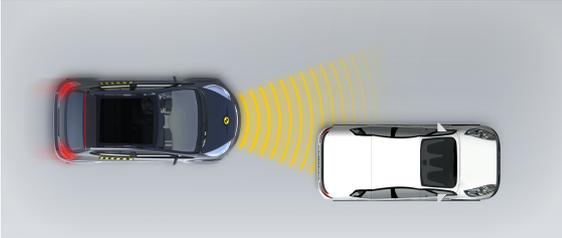


 SAFETY ASSIST

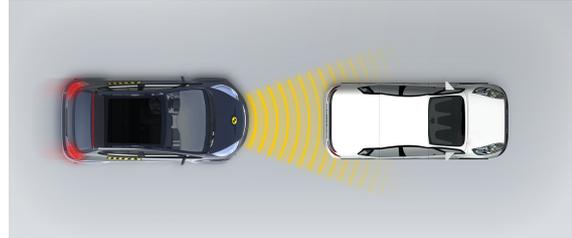
Total 9.6 Pts / 74%

■ Driver reacts to warning

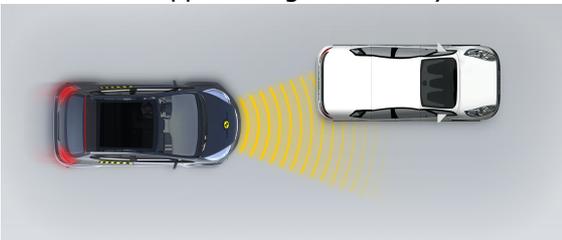
Approaching a stationary car



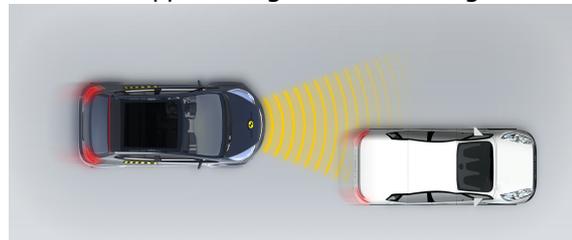
Approaching a stationary car



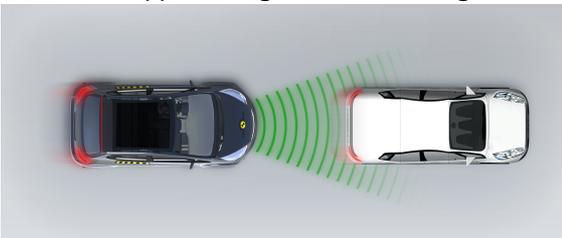
Approaching a stationary car



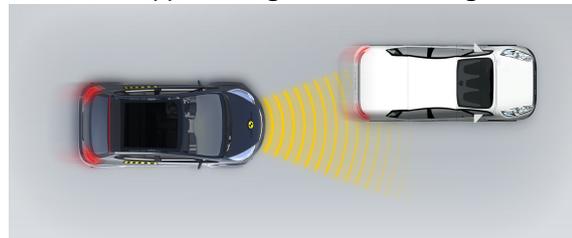
Approaching a slower moving car



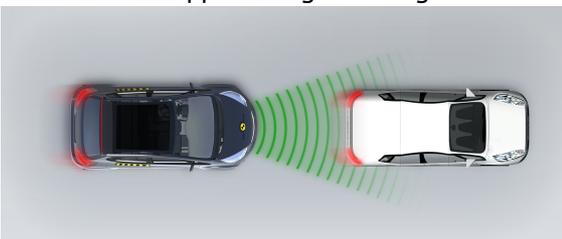
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

### Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	1.3 TCe, petrol, 4 cylinder, EDC	Renault Arkana TCe 140 EDC	4 x 2	✓	✓
5 door hatchback	1.3 TCe, petrol, 4 cylinder, EDC	Renault Arkana TCe 160 EDC	4 x 2	✓	✓
5 door hatchback	E-TECH plug-in hybrid, 1.6 petrol 4 cylinder	Renault Arkana E-Tech hybrid 145	4 x 2	✓	✓

Tested vehicle: Renault Captur

### Annual Reviews and Facelifts

Date	Event	Outcome
March 2021	Rating Published	2019 ★ ★ ★ ★ ★ ✓
September 2021	E-TECH PHEV variant added	2019 ★ ★ ★ ★ ★ ✓