

Renault Espace



EURÔ 👉 ÑCAP

	Adult Occupa	int	Child Occupar	nt	
		82%	Ľ	89%	
	Pedestrian		Safety Assist	:	
	Ŕ	70%	<b>I</b>	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

Rating Expired Х



# SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•		×
Belt pretensioner		•	٠
Belt loadlimiter			٠
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•		٠
Side chest airbag			×
Side pelvis airbag			×

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## SAFETY EQUIPMENT (NEXT)

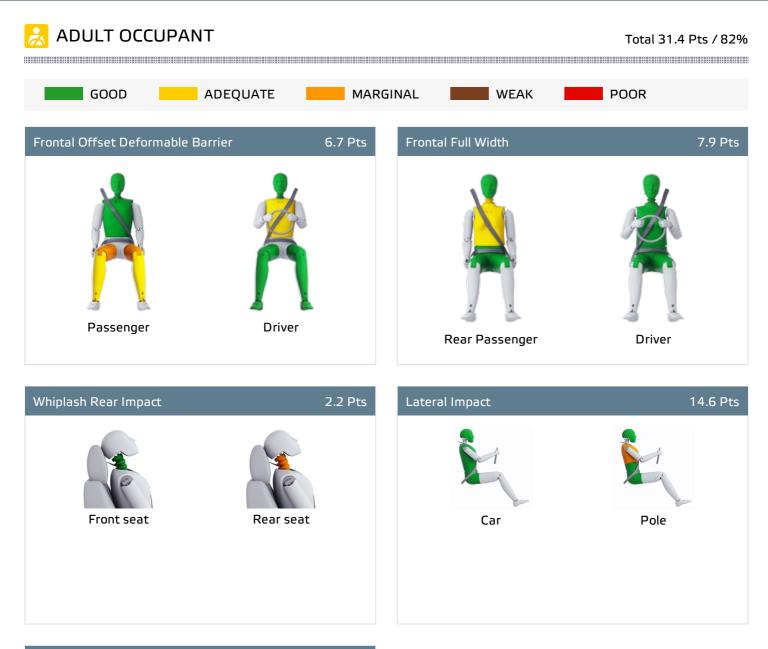
	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	_	×	•
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•		

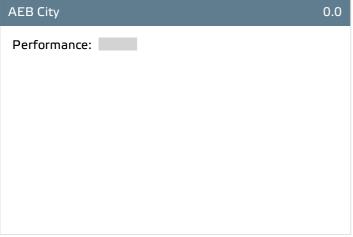
OTHER SYSTEMS	
Active Bonnet (Hood)	×
ESC	•
AEB City	×
AEB Inter-Urban	0
Speed Assistance System	0
Lane Assist System	0

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

- Fitted to the vehicle as standard
- 🚫 Not fitted to the test vehicle but available as option 🛛 🗙 Not Available 🛛 Not Applicable

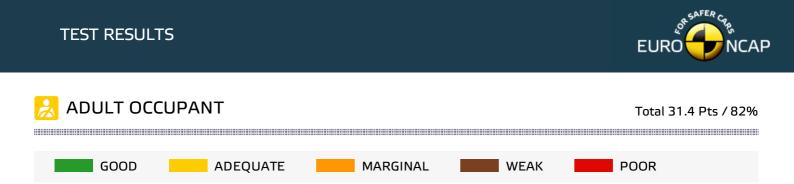






Version 050122

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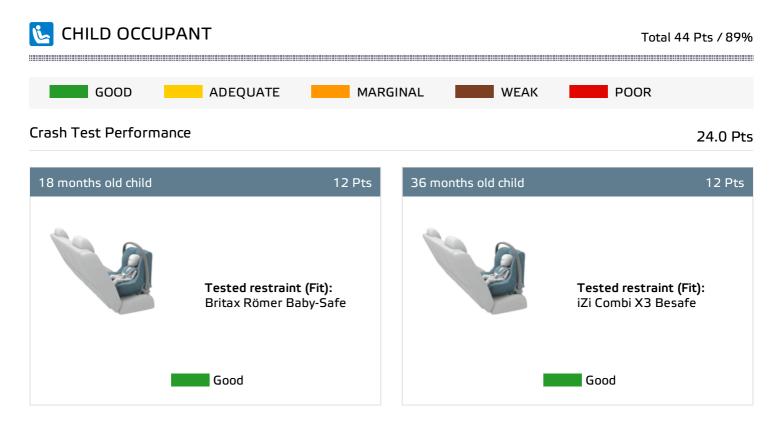
# 😞 ADULT OCCUPANT

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.





## Safety Features

8.0 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard
Isofix	×		•	×
i-Size	×	•	•	×
Integrated CRS	×	×	×	×
Fitted to test car as standard O Not on test car but available as o	option 🗙 N	Not available		1
CRS Installation Check				12.0 Pt
Install without problem	l problem 🔰	🕻 Installation n	ot allowed	
Infants up to 13 kg				
Maxi Cosi Cabriofix (Belt) Maxi Cosi Cabriofix & EasyF	ix (Belt)	Maxi Cosi C	abriofix & Easy	Fix (ISOFIX)
	and the second sec	X	X	A A A

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Total 44 Pts / 89%

#### Infants and toddlers up to 18 kg



#### Toddlers from 9 to 18 kg



## Britax Römer Duo Plus (ISOFIX)







#### Toddlers over 18 kg









Total 44 Pts / 89%

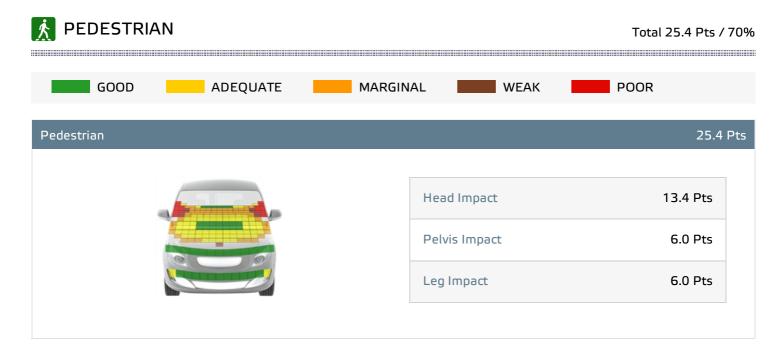
			Seat Positi	on		
	Front		2nd row		Зro	d row
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGH
Maxi Cosi Cabriofix (Belt)	•		•	•		
Britax Römer King Plus (Belt)			•	•		
Britax Römer Duo Plus (ISOFIX)	*		•	•	×	×
Britax Römer KidFix (Belt)			•			٠
Maxi Cosi Cabriofix & EasyFix (Belt)	*				×	×
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	*				×	×
BeSafe iZi Kid X3 ISOfix (ISOFIX)	*				×	×
Maxi Cosi Pearl & Familyfix (ISOFIX)	×				×	×
Britax Römer KidFix (ISOFIX)	*				×	×

Not available

#### Comments

Both child dummies were sat in rearward-facing restraints and the Espace scored maximum points for its protection of the 11/2 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 rearwardfacing 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.





#### 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.



### Speed Assistance

3.0 Pts

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

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	

## Seatbelt Reminder

3.0 Pts

Applies To	All seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	•	•	•
Audible	•	•	•



## Lane Support

1.0 Pts

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



# 🛜 SAFETY ASSIST

Total 10.5 Pts / 80%

AEB Inter-Urban

0.5 Pts

Туре	Forward Collision Warning with Auto-Brake			
Operational From	30	km/h		
Additional Information	Defa	ult 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.		
FO	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

## Variants of Model Range

#### 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 🚖 🚖 🚖 🚖	~
May 2019	Annual Review	2015 🚖 🚖 🚖 🚖	~
October 2019	Facelift Review	2015 🚖 🚖 🚖 🚖	~
May 2020	Annual Review	2015 🚖 🚖 🚖 🚖	~
May 2021	Annual Review	2015 🚖 🚖 🚖 🚖	~
January 2022	Rating Expired	2015 ★ ★ ★ ★	×