





Renault Vel Satis

RATING	SCORE	Front: 14	Side: 16	Seatbelt reminder: 2	Pole: 2
 ADULT OCCUPANT ★★★★★	34				
 PEDESTRIAN ★☆☆☆☆	2				

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

GOOD	GREEN
ADEQUATE	YELLOW
MARGINAL	ORANGE
WEAK	BROWN
POOR	RED

Child restraints

18 month old Child	Renault Kiddy Easyfix, rearward facing
3 year old Child	Renault Kiddy Easyfix, forward facing

Pedestrian protection

No image car front available

Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	LHD
Tested model	Renault Vel Satis 2.2DCi
Body type	4 door saloon
Year of publication	2005
Kerb weight	1800
VIN from which rating applies	S5033522

Comments

From VIN VF1BJRE0633480386 (model year 2005), the Vel Satis is also fitted with a front passenger belt reminder. This increases the overall points score but there is no change to the adult occupant star rating. The Vel Satis gained a maximum score for side-impact protection, while losing only two points for its performance in the frontal impact. Testers noted that the car's twin seat belt pre-tensioners greatly reduced the risk of leg injury for the driver by restricting his forward movement during an impact. Both children were well looked after and their restraints met all Euro NCAP performance limits. However, protection provided for pedestrians that the car might strike was very poor. Renault needs to improve this vital safety aspect.

Front impact

The frontal airbags inflate in two stages to increase the protection they give in the most severe accidents. A sensor is also incorporated in the system to determine the size of the driver to modify the aggressiveness of the airbag for smaller drivers. They worked well and, together with the car's strong body and a steering column that moved little, they provided a safe environment for the driver. Renault had tried to increase protection for the driver's knees and upper legs. But Euro NCAP said that the steering column just put the driver's left knee at risk and so lost a point. The driver's footwell saw very little intrusion after the impact, and padding protected his feet. The car's centre rear seat had a three-point belt that is much safer than a lap-only belt.

Side impact

An impressive protection system includes a thorax side airbag and a head-protecting curtain to protect all passengers. The Vel Satis achieved a maximum score.

Child occupant

Renault earned praise for its clear warnings against placing a rear facing restraint opposite an airbag. Renault's Kiddy Easyfix restraints used special mounting points fitted to the adult seats. The older child's seat had a securing strap running from its top over the seat back and fixed in the boot. The younger child's seat had a leg to brace it against the floor. Both children's heads were fully protected in side and frontal impacts, which is hard to achieve.

Pedestrian

The front of the car is very stiff and only small areas of the bonnet gave protection. A dismal performance.