

Renault Espace

RATING	SCORE
 ADULT OCCUPANT ★★☆☆☆	27 Front: 11 Side: 16
 PEDESTRIAN ★☆☆☆☆	10 Pre 2002 rating



Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Child restraints

18 month old Child	Kiddy 2000, rearward facing
3 year old Child	Kiddy 2000, rearward facing

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 type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Renault Espace 2.0 RTE
Body type	7-seat MPV
Year of publication	1999
Kerb weight	1520
VIN from which rating applies	JEOGT002646, JEOATO46210, JEOHTOO1413, JEOHTOO8329, JEOET055954

Comments

The Espace was the best car tested here. It gave a well rounded performance and achieved the safest frontal impact of the group. Even so, the frontal-impact test was repeated at Renault's expense to assess improved frontal belts and safety systems fitted to latest Espaces (see panel opposite for VINs and on-sale dates). A result is that the child restraints used in the tests are different because Renault changed the ones it recommends. However, the Espace did not do well in protecting pedestrians, so much so that Euro NCAP felt the vehicle was not designed with that job in mind.

Front impact

The Espace's body withstood the frontal-impact forces very well and the driver's door could be opened normally after the impact. It was not beyond criticism, though: the passenger's face would have hit the airbag's seam, a potential cause of injury. It is also disappointing that there was only a static lap belt for the centre seat. There were some hard areas which the driver's knees might hit and suffer injury. But there was a smaller risk of foot injury for the driver than in any other car tested.

Side impact

Full marks were achieved for the side impact. Of course, the driver sits above where impacts with normal-

sized cars would occur, a big benefit for any MPV. But, even so, the Espace protects its driver well. However, the driver's door opened in the impact, which poses injury risks. Renault says it has since modified the door to reduce the risk of this happening.

Child occupant

A front passenger airbag is standard, and there is a danger of death for any child placed in a rear-facing restraint on the front seat. Warnings posted on the car and on one of the child seats were inadequate, however. Renault says it is working to improve this. The child seats used in the second of the frontal tests are those now recommended for the Espace. They were mounted rear-facing and were supported from the floor by A-frames. In the test, both frames bent and slipped forward over the carpet; this was worse for the three-year-old's seat. What's more, the instructions for installing the seat to face forward were given on a label to its right-hand side, and would not be easy for anyone installing it on the left of the vehicle to read.

Pedestrian

Over half of the areas tested protected pedestrians poorly. The Espace's overall score was about average for a modern car design; it shows beyond doubt that that much more thought is required to lessen injuries.