





Renault Megane

RATING	SCORE	Front: 12	Side: 16	Pole: 2
 ADULT OCCUPANT ★★★★★	30			
 PEDESTRIAN ★☆☆☆☆	5	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 No information available

3 year old Child No information available

Safety equipment

Front seatbelt pretensioners

Front seatbelt load limiters

Driver frontal airbag

Front passenger frontal airbag

Side body airbags

Side head airbags

Driver knee airbag

Pedestrian protection

No image car front available

Car details

Tested model Renault Megane 1.6 RT

Body type 5 door hatchback

Year of publication 1999

Kerb weight 1060

VIN from which rating applies Standard side airbags from VINs VF1BA0VM5, VF1BA0W05 or VF1BA0405

Comments

Of the four-star cars, the Mégane provided the best combined protection for the driver and passenger in the frontal impact. However, protection for the driver's chest was weak in the side impact, although it would pass legislation due to affect new models from October. And in the frontal impact, the child restraints allowed their occupants too much forward head movement. Finally, pedestrian protection was not good because of the high risk of injury in most of the tests and only one star was awarded. The Mégane was the best-performing car in its group when first tested in 1998 and scored four stars for driver and passenger protection in frontal and side impacts. Since then, extra airbags, have been added as standard to every model, so Euro NCAP has reassessed its ability to deliver effective protection in side impacts. The car retains its four-star rating and now scores full marks for the degree of protection offered in a serious side impact, an honour for this class of car shared only with the Mercedes A-class. A new design of seat-mounted side bag in the Mégane protects the driver's upper body and head from impact forces. While others in this class, including the Audi A3, Volkswagen Golf and Citroën Xsara, have side airbags fitted as standard, the Mégane delivers more comprehensive protection.

Front impact

The passenger compartment maintained its stability throughout the impact. The driver's airbag provided a stable contact for the head but it appears to have just 'bottomed out'. The airbag's exhaust vent is stitched closed and is designed to rip open as gas pressure increases. However, when it did, escaping fumes were directed into the passenger's face (left). Two pads were provided to improve protection in the knee impact areas around the steering column. These could protect the knees against concentrated loads but for some knee positions, high loads could still be a problem for the upper legs.

Side impact

The driver's head struck the upper seat belt anchorage but the level of protection provided was nonetheless good. Protection for his chest, abdomen and pelvis was assessed as good. The new the airbag also provided additional protection for the head.

Child occupant

The forward-facing restraint recommended for the three-year-old was compatible with the car belts but in the frontal test it allowed the child's head to move too far forward. However, in the side impact it worked well to contain the child's head. A rearward-facing restraint was recommended for the smaller child and was secured on the centre seat using the standard-fit three-point belt. The restraint's protective shell fractured in several places during the frontal impact, however, and failed to keep the child's head from moving too far forward. It also failed to contain its head in the side impact.

Pedestrian

It appears that the Mégane's designers have paid little heed to pedestrian protection. Twelve out of 18 test sites rated as 'poor' and the remainder rated as 'weak'.