



## Renault Kangoo + 2 Airbags



21.56 max. 34.00 - Adult Occupant



38.02 max. 49.00 - Child Occupant

**FRONTAL** 10.79 Points (max. 16.00)

**SIDE** 10.27 Points (max. 16.00)

### CAR DETAILS

Tested model: Renault Kangoo

Year of publication: 2019

Made in: Argentina

Body type: 5 door MPV

Crash test weight: 1490 kg

Test valid for: Latin NCAP market

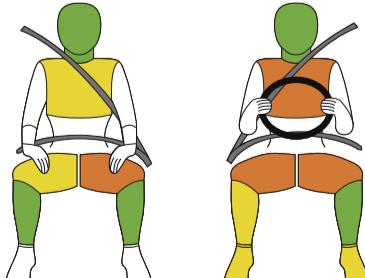
### SAFETY EQUIPMENT

Driver frontal airbag	YES	Driver knee airbag	NO
Front passenger frontal airbag	YES	Front seatbelt pretensioners	NO
Side head airbags DRIVER	NO	Front seatbelt pretensioners pass	NO
Side head airbags PASSENGER	NO	SBR	Driver
Side body airbags DRIVER	NO	ISOFIX anchorages	YES
Side body airbags PASSENGER	NO	ABS (4 channel)	YES
Side Curtain airbags	NO	ESC (UN13 or GTR8)	YES



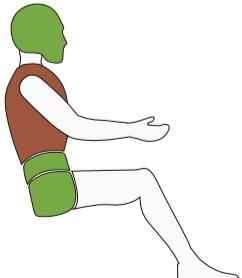
### ADULT OCCUPANT PROTECTION

#### ODB FRONTAL



FRONT  
PASSENGER

#### MBD SIDE



#### POLE SIDE



NOT PERFORMED

#### PROTECTION

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

BODYSHELL INTEGRITY

UNSTABLE

SIDE IMPACT PROTECTION (STRUCTURAL)

YES

## COMMENTS

**Adult occupant:** Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver chest received marginal protection and passenger chest received adequate protection from the restraint systems. Driver knees showed marginal protection as they can impact in dangerous structures behind the dashboard. Passenger knees showed marginal and adequate protection as they can impact in dangerous structures behind the dashboard. Driver tibias showed adequate to good protection while Passenger's tibias showed good protection. Footwell area was rated as unstable as there is a risk of intrusion in the feet area. The bodyshell was rated as unstable. Side impact: The car offered good protection to head, abdomen, and pelvis while it just offered weak protection to the chest close to capping limits. Side Pole Impact: The test was not performed because the car does not offer side head impact protection. ESC: The ESC as standard was tested and its performance met the regulatory requirements of Latin NCAP. The car offers 1 frontal SBR. All of the above explain the 3 stars for adult occupant protection.



## CHILD OCCUPANT PROTECTION

Dynamic score:  
21.83 (max 24)

Installation score:  
11.19 (max 12)

Vehicle assessment score:  
5.00 (max 13)

## CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe + ISOFIX Base	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	ISOFIX/LEG	RWF
3 year old child	Römer Duo Plus	Frontal 5.83 (8 max) Side 4.00 (4 max)	I	ISOFIX/TT	FWF

## CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	Pass	Pass	Pass	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Fail	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Pass	Pass	Pass	Pass
Group I	Peg Perego Viaggio Switchable FWF	Exempt	Pass	Pass	Pass
Group I	Graco Cadeira Nautilus FWF	Exempt	Pass	Pass	Pass
Group II/III	Burigotto Multipla 1,2,3	Exempt	Pass	Exempt	Pass
Group II/III	Graco Cadeira Nautilus	Exempt	Pass	Exempt	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe + ISOFIX Base	Exempt	Pass	Fail	Pass
Q3	Römer Duo Plus	Exempt	Pass	Pass	Pass

## COMMENTS

**Child occupant:** -The child seat for the 3 year old child was installed forward facing using the ISOFIX anchorages and Top Tether and was able to prevent forward movement during the frontal impact beyond the excursion limits while it offered marginal to good protection. The Q1.5 was installed rearward facing using ISOFIX anchorages and a support leg and its protection was good during the frontal impact. Side impact: both child dummies were well protected in the side impact. Almost all CRSs that were assessed for installation pass. The marking and instructions in the car in relation to CRS use met Latin NCAP requirements. ISOFIX marking also met Latin NCAP requirements. The passenger airbag disabling is possible with a manual switch but its marking was not meeting Latin NCAP requirements. The Kangoo offers 3-point belts in all seating positions as standard, and all of them meeting technical international standards. It also offers ISOFIX anchorages with top tether in both rear outboard seating positions as standard. All the above explains the 4 stars for Child Occupant protection.



## Latin NCAP

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