



Renault New Duster + 2 Airbags



26.01 max. 34.00 - Adult Occupant



28.50 max. 49.00 - Child Occupant

FRONTAL 10.68 Points (max. 16.00)

SIDE 14.33 Points (max. 16.00)

CAR DETAILS

Tested model: Renault New Duster	Year of publication: 2019	Made in: Romania Brazil Colombia
Body type: 4 door SUV	Crash test weight: 1484 kg	Test valid for: Latin NCAP market

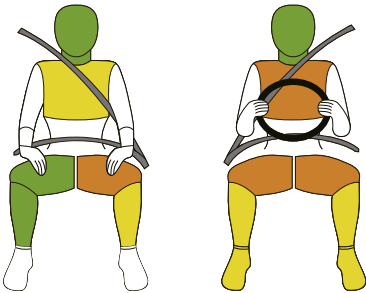
SAFETY EQUIPMENT

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



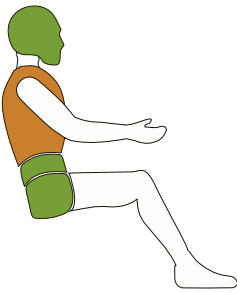
ADULT OCCUPANT PROTECTION

ODB FRONTAL



FRONT PASSENGER DRIVER

MBD SIDE



POLE SIDE



NOT PERFORMED

PROTECTION    GOOD    ADEQUATE    MARGINAL    WEAK    POOR

BODYSHELL INTEGRITY    UNSTABLE    SIDE IMPACT PROTECTION (STRUCTURAL)    YES

**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 with dangerous structures behind the fascia. Passengers knees showed good and marginal protection as they can impact with dangerous structures behind the fascia. Driver tibias showed adequate protection, and Passenger's tibias showed good and adequate protection. Footwell area was rated as unstable. The bodyshell was rated as unstable and it is not capable of withstanding further loadings. **Side impact:** The car offered good protection to head, abdomen and pelvis while thorax received marginal protection. **Side Pole Impact:** was not performed as the car does not offer side head protection as standards. **ESC:** The ESC was tested and its performance met the regulatory requirements of Latin NCAP. The car offers 2 frontal SBR. All of the above explain the 4 stars for adult occupant protection.



CHILD OCCUPANT PROTECTION

Dynamic score: 10.93 (max 24)	Installation score: 10.57 (max 12)	Vehicle assessment score: 7.00 (max 13)
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CHILD RESTRAINT SYSTEM

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Römer BabySafe belted	Frontal 2.93 (8 max) Side 4.00 (4 max)	0+	BELTED	RWF
3 year old child	Römer Duo Plus	Frontal 0.00 (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	Exempt	Pass	Exempt	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Exempt	Pass	Exempt	Pass
Group I	Peg Perego Viaggio Switchable FWF	Exempt	Pass	Fail	Pass
Group I	Graco Cadeira Nautilus FWF	Exempt	Pass	Pass	Pass
Group II/III	Burigotto Multipla 1,2,3	Exempt	Pass	Fail	Pass
Group II/III	Graco Cadeira Nautilus	Exempt	Pass	Pass	Fail
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe belted	Exempt	Pass	Exempt	Pass
Q3	Römer Duo Plus	Exempt	Pass	Exempt	Pass

**Child occupant:** -The child seat for the 3 year old child was installed forward facing using the ISOFIX anchorages and a top tether and although it was capable of preventing excessive forward movement of the head, it could not prevent a head contact with the interior of the car during the rebound phase. Neck protection was poor and chest showed limited protection during the frontal impact. The Q1.5 was installed rearward facing using the adult seatbelt while it offered poor protection to the head which contacted the frontal backrest. **Side impact:** both child dummies were well protected in the side impact. A few CRSs that were assessed for installation failed. 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 through a manual switch. The car 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 3 stars for Child Occupant protection.



Latin NCAP

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