



Renault New Sandero/Logan/Stepway + 4 Airbags *



23.28 max. 34.00 - Adult Occupant



38.52 max. 49.00 - Child Occupant

FRONTAL 11.80 Points (max. 16.00)

SIDE 10.99 Points (max. 16.00)

* Valid only for:

From VIN 93Y5SRZHXLJ868977 to VIN 93Y5SRZ85LJ319432 and from April 24 2019 to December 10 2019, for units manufactured in Brazil
 From VIN 8A15SRYEGLL022432 to VIN 8A14SRYE5LL345154 and from August 1 2019 to December 3 2019, for units manufactured in Argentina
 Up to VIN 9FB4SR0EGLM157526 and date July 18 2019, for units manufactured in Colombia

 CAR DETAILS

Tested model: Renault Sandero / Logan / Stepway

Year of publication: 2019

Made in: Brazil, Argentina & Colombia

Body type: 4 door Hatchback - sedan

Crash test weight: 1259 kg

Test valid for: Latin NCAP market

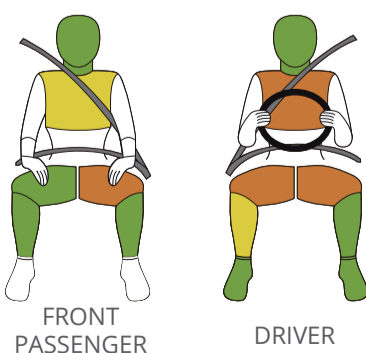
 SAFETY EQUIPMENT

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

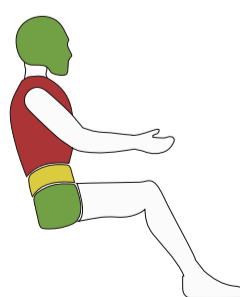


ADULT OCCUPANT PROTECTION

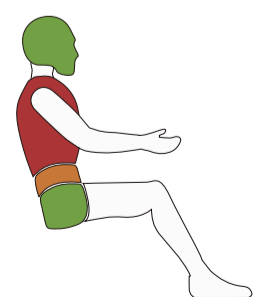
ODB FRONTAL



MBD SIDE



POLE SIDE



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's head was adequate. Driver and Passenger's neck showed good protection. Driver's chest showed marginal protection while passenger's chest showed adequate protection. Driver knees showed marginal protection as they were exposed to reach dangerous structures behind the fascia. Passenger's knees showed good and marginal protection as they were exposed to reach dangerous structures behind the fascia. Footwell area is stable and showed insignificant deformation. The body shell was rated as unstable. Side impact: the side structure showed high intrusion while it offered good protection to head and pelvis, adequate protection to abdomen and poor protection to the chest, which led the full score to be limited to one star. Side pole impact: The car offered good protection to head and pelvis, adequate protection to abdomen and weak protection to the chest. ESC: The ESC was tested and met Latin NCAP's regulatory requirements. Seat Belt Reminder is only standard for driver side. All of the above explain the one star for Adult Occupant Protection.



CHILD OCCUPANT PROTECTION

Dynamic score:
22.00 (max 24)

Installation score:
11.52 (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 belted	Frontal 8.00 (8 max) Side 4.00 (4 max)	0+	belted	RWF
3 year old child	Römer Duo Plus	Frontal 6.00 (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	Pass	Pass
Group 0+	Roemer Baby Safe	Exempt	Pass	Exempt	Pass
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	Exempt	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	Fail	Pass
Group II/III	Graco Cadeira Nautilus	Exempt	Pass	Pass	Pass
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Römer BabySafe belted	Exempt	Pass	Pass	Pass
Q3	Römer Duo Plus	Exempt	Pass	Exempt	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 excessive forward movement during the frontal impact while it offered good protection to the head and chest and limited protection to the neck. The Q1.5 was installed rearward facing using the adult seatbelt and the head, neck and chest protection was good. Side impact: both child dummies were well protected in the side impact. Most CRSs that were assessed for installation pass. The marking and instructions in the car in relation to CRS use did meet Latin NCAP requirements. The passenger airbag could not be disabled in case a Rearward facing CRS will be installed in that position. The car offers 3-point belts in all seating positions. The car offers ISOFIX anchorages as standard in both rear outboard positions. All the above explains the four stars for Child Occupant Protection.



Latin NCAP

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