Renault New Sandero/Logan/Stepway + 4 Airbags *

**CAR DETAILS**

- **Tested model:** Renault Sandero / Logan / Stepway
- **Body type:** 4 door Hatchback - sedan
- **Year of publication:** 2019
- **Crash test weight:** 1259 kg
- **Made in:** Brazil, Argentina & Colombia
- **Test valid for:** Latin NCAP market

**SAFETY EQUIPMENT**

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

**ADULT OCCUPANT PROTECTION**

- **OBFRONTAL:** GOOD
- **MBDSIDE:** GOOD
- **POLESIDE:** GOOD

**BODY SHELL INTEGRITY**

- **UNSTABLE**

**SIDE IMPACT PROTECTION (STRUCTURAL):** YES

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**FRONTAL** 11.80 Points (max. 16.00)

**SIDE** 10.99 Points (max. 16.00)

* Valid only for:
  - From VIN 93Y5SR2K8LJ86977 to VIN 93Y5SR28SLJ319432 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
  - From VIN 9FB4SR0EGLM157526 and date July 18 2019, for units manufactured in Colombia

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*2019* 23.28 max. 34.00 - Adult Occupant

38.52 max. 49.00 - Child Occupant
**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 leaded 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:**

**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 not 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.