



Renault Duster + 2 Airbags



	ADULT OCCUPANT	29 %
	CHILD OCCUPANT	23 %
	PEDESTRIAN PROTECTION	51 %
	SAFETY ASSIST	35 %

SPECIFICATIONS

Tested model	Renault Duster
Body type	5 door SUV
Year of publication	2021
Crash test weight (KG)	1510
VIN from which Rating applies	
Made in	Brazil and Romania
Test valid for	Latin NCAP market

SAFETY EQUIPMENT

	DRIVER	PASSENGER	REAR
FRONTAL CRASH PROTECTION			
Frontal airbag	YES STANDARD	YES STANDARD	NOT APPLICABLE
Belt pretensioner	YES STANDARD	YES STANDARD	NOT AVAILABLE
Belt Loadlimiter	YES STANDARD	YES STANDARD	NOT AVAILABLE
knee airbag	NOT AVAILABLE	NOT AVAILABLE	NOT APPLICABLE
SIDE CRASH PROTECTION			
Side head curtain airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side head (thorax head) airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side Chest airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
Side pelvis airbag	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE
CHILD PROTECTION			
ISOFIX	NOT APPLICABLE	NOT AVAILABLE	YES OUTBOARD SEATS
Integrated CRS	NOT APPLICABLE	NOT AVAILABLE	NO
Airbag cut-off switch	NOT APPLICABLE	YES MANUAL	NOT APPLICABLE
SAFETY ASSIST			
Seat Belt Reminder (SBR)	YES STANDARD	YES STANDARD	NOT AVAILABLE
OTHER SAFETY SYSTEMS			
ESC standard		YES STANDARD	
GTR 9 - UN 127 Pedestrian protection		DOES NOT MEET	
AEB Pedestrian		NOT AVAILABLE	
AEB City		NOT AVAILABLE	
AEB inter-Urban		NOT AVAILABLE	
Speed Assist System		NOT AVAILABLE	
Lane Assist system		NOT AVAILABLE	



FRONTAL OFFSET DEFORMABLE BARRIER 9.81 p

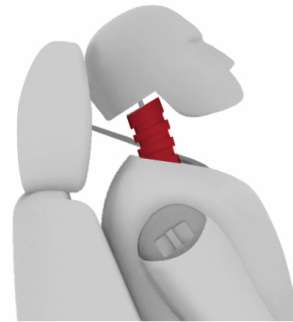


FRONTAL DRIVER



FRONTAL PASSENGER

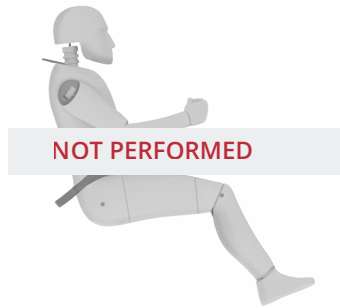
WHIPLASH REAR IMPACT 0 p



SIDE MOVABLE DEFORMABLE BARRIER TEST (car) 5.98 p



SIDE POLE IMPACT TEST (Pole) -



PROTECTION ■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

UN R32 (max 1 point)	0
AEB City (max 3 points)	NOT PERFORMED
Rescue Sheet (max 1 point)	0

FUEL LEAKAGE DETECTED IN ANY TEST CONFIGURATION YES

Adult Occupant

11.79 points 29.47 %

COMMENTS

Adult occupant: Frontal impact: The protection offered to the driver and passenger head and neck was good. Driver and passenger's chest showed marginal protection. Driver's knees and one passenger's knee showed marginal protection as they can impact with dangerous structures behind the fascia while the other passenger knee showed good protection. Driver's tibias showed good and adequate protection and passenger's tibias showed adequate protection. Footwell area was rated as unstable. The bodyshell was rated as unstable and it is not capable of withstanding further loadings. The car showed a fuel leak after the frontal impact test. **Side impact:** Head, abdomen and pelvis protection was good while chest protection was marginal. Structural intrusion was unusually high. The front passenger door opened during the test. **Side Pole Impact:** was not performed as the car does not offer side head protection as standard. Whiplash: the seat showed poor protection to the adult neck. UN R32: the car could not prove that meets the rear impact structure requirements. **AEB City:** the car does not offer optional AEB city. Rescue sheet availability and content not meeting Latin NCAP requirements.



CHILD OCCUPANT

Crash Test performance based on 3 and 1.5 years old children

11.24 points 22.93 %

CHILD RESTRAINT SYSTEM

Dynamic score:
7.18 (max 24)

Installation score:
3.05 (max 12)

Vehicle assessment score:
1.00 (max 13)

	CHILD RESTRAINT	DYNAMIC SCORE	CRS TYPE	ADJUST	POSITION
18 month old child	Britax Roemer Baby Safe	Frontal 3.18 (8 max) Side 4.00 (4 max)	0+/I	Bleated	RWF
3 year old child	Britax Roemer Duo Plus	Frontal 0.64 (8 max) Side 4.00 (4 max)	I	ISOFIX/TT	FWF

	Front Passenger	2nd row outboard	2nd row centre
ISOFIX	NOT AVAILABLE	YES STANDARD	NOT AVAILABLE
I-Size	NOT AVAILABLE	NO-JUST OPTIONAL	NOT AVAILABLE
Integrated CRS	NOT AVAILABLE	NOT AVAILABLE	NOT AVAILABLE

CRS INSTALLATION ASSESSMENT

REFERENCE LIST		2ND ROW			
		RIGHT	LEFT	CENTER	RIGHT
Group 0+	Peg Perego Viaggio Switchable	✗	●	●	●
Group 0+	Roemer Baby Safe	○	✗*	○	✗*
Group 0+	Bébé Confort Streety Fix / Maxi Cosi Citi SPS	✗	●	●	●
Group I	Peg Perego Viaggio Switchable FWF	✗	●	✗	●
Group I	Graco Cadeira Nautilus FWF	✗	●	●	●
Group II/III	Burigotto Multipla 1,2,3	✗	●	✗	●
Group II/III	Graco Cadeira Nautilus	✗	●	●	✗
MANUFACTURER		RIGHT	LEFT	CENTER	RIGHT
Q1.5	Britax Roemer Baby Safe	✗	●	●	●
Q3	Britax Roemer Duo Plus	○	✗*	○	✗*

● Pass

✗ Fail

○ Exempt

*Fail only due to failed marking



Child Occupant

11.24 points 2.93%



COMMENTS

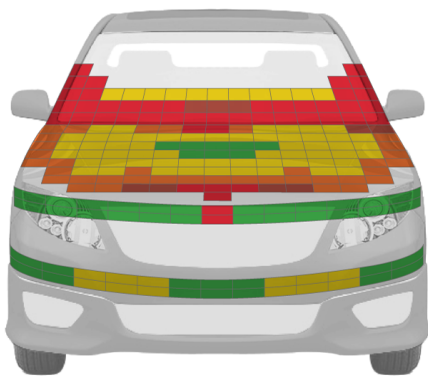
Child occupant: The Child Restraint Systems (CRS) used were Renault branded under the following Renault original part codes: Baby safe: 7711427434, Duo plus: 7711940743. The CRS for the 3 years old child was installed forward facing using ISOFIX anchorages and Top Tether. It was capable of preventing excessive forward movement of the head however the head showed contact with the interior of the vehicle in the rebound bringing the head score to 0. The Q1.5 was installed rearward facing using the adult seatbelts, in the frontal crash the head contacted with the interior of the car which brought the head points to 0. Side impact protection for both dummies was good. Some of the CRSs tested for installation pass. Despite having standard ISOFIX anchorages in rear outboard positions marking was not according to Latin NCAP criteria. Airbag warning when a rearward CRS is installed in the passenger seat was not permanently attached to the surface.



PEDESTRIAN PROTECTION (pasive)

24.38 points

The car does meet Pedestrian protection UN regulations only for the Romanian production which is a small volumen, Latin America production vehicles have not been tested and have a different front element.



	Points	max score
Head impact	11.60	24
Upper Leg impact (Pelvis)	5.62	6
Lowe Leg impact (Leg)	3.98	6

AEB PEDESTRIAN

NO TEST

Balance factor for Pedestrian protection (until 2021)

15%

Name of System	-
speed range Minimum (km/h)	-
speed range Maximum (km/h)	-
Type of dummy used	-
Dummy speed	-
Obstruct bn scenario used	-

PERFORMANCE

Test Speed (km/h)	Test Speed (km/h)	CONTACT AVOIDED?
20km/h to 30km/h	km/h	YES
30km/h to 40km/h	km/h	YES
More than 40km/h	km/h	YES

● Pass

✗ Fail

— NOT AVAILABLE



PEDESTRIAN PROTECTION

24.38 points 50.79 %

COMMENTS

PEDESTRIAN PROTECTON: The car could prove that only the Romanian production which is a small volume can meet UN regulations for pedestrian protection, Latin America production vehicles have not been tested and have a different front element. The car showed majority of areas with adequate to marginal protection levels. **AEB VRU:** not available in the market for this model.



SPEED ASSISTANCE **0.00 points**
(this feature scores only if it is standard in all versions)

Warning	Driver	Passenger	Rear Passenger
Visual	✗	✗	✗
Audible	✗	✗	✗

SEAT BELT REMINDER **0.00 points**
(this feature scores only if it is standard in all versions)

LANE SUPPORT SYSTEMS **NO TEST**

LDW is not available
LKA is not available

System Name	-
Functionality	-
Operational from (km/h)	-
Warning	-

PERFORMANCE

LKA Test	-
LDW Test	-

ROAD EDGE DETECTION (this feature scores only if it meets the fittment rates required) **NO TEST**

Not Available

BLIND SPOT DETECTION (this feature scores only if it meets the fittment rates required) **NO TEST**

Not Available

ESC **15.00 points**

ESC is STANDARD IN ALL VERSIONS
ESC Meets regulatory requirements of Latin NCAP

MOOSE TEST - for information only - no scoring

ADAC MOOSE TEST

Max Speed Achieved in test without failures (km/h)	85
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MOOSE TEST: CONSUMER TESTING

Max Speed Achieved in test without failures (km/h)	80
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AEB Interurban **NO TEST**

System Name	-
Functionality	-
Operational from (km/h)	-

PERFORMANCE

	AEB		Driver Reacts to warning	
Operational Speed (km/h) Min Max	-	-	-	-
Approaching a slower moving car	Crash avoided up to	-	Crash avoided up to	-

FOLLOWING A CAR AT SHORT DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-

FOLLOWING A CAR AT LONG DISTANCE

	AEB	Driver Reacts to warning
Car in front brakes gently	-	-
Car in front brakes harshly	-	-



COMMENTS

ESC: The car offers ESC as standard. Moose test max speed was 80 for the ADAC Moose scenario and 60km/h for the Consumer testing scenario. SBR: The car offers front passengers SBR but location of the warning signal is not according to Latin NCAP requirements. SA: The car does not offer a speed limitation device. The car does not offer BSD as standard. LSS and RED: The car does not offer these technologies. AEB Interurban: The car does not have AEB inter urban.

