

Renault CAPTUR

Renault CAPTUR 1.0 'Trendy', LHD

2013



88%

ADULT OCCUPANT



79%

CHILD OCCUPANT



61%

PEDESTRIAN



81%

SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 88%

FRONTAL IMPACT

15,8 pts



Driver



Passenger

SIDE IMPACT CAR

7,9 pts

SIDE IMPACT POLE

5,3 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,8 pts



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

FRONTAL IMPACT

HEAD

Driver airbag contact stable

Passenger airbag contact stable

CHEST

Passenger compartment stable

Windscreen Pillar rearward 24mm

Steering wheel rearward none

Steering wheel upward none

Chest contact with steering wheel none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard none

Concentrated loads on knees none

LOWER LEGS AND FEET

Footwell Collapse none

Rearward pedal movement Clutch - 47mm

Upward pedal movement Clutch - 7mm

SIDE IMPACT

Head protection airbag Yes

Chest protection airbag Yes

WHIPLASH

Seat description Base, cloth, 4 way manual

Head restraint type Passive

Geometric assessment 2 pts

TESTS

- High severity 2 pts

- Medium severity 1,9 pts

- Low severity 1,9 pts

CHILD OCCUPANT

Total 39 pts | 79%

CRASH TEST PERFORMANCE

18 MONTH OLD CHILD

Restraint Britax Romer Babysafe plus ISOFIX
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE

12 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint FAIR Bimbofix G0/1S
Facing rearward facing
Installation ISOFIX and Supportleg



PERFORMANCE

8 pts

FRONTAL IMPACT

Head forward movement vulnerable
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isofix

Safety features score 7 pts
Installation check score 12 pts

Pass Install without problem
Partial Fail Install with care
Fail Safety critical problem
Exempt Installation not allowed

| | SEAT POSITION | | | | | | | |
|--|---------------|-------|---------|--------|-------|---------|--------|-------|
| | FRONT | | 2nd ROW | | | 3rd ROW | | |
| | CENTER | RIGHT | LEFT | CENTER | RIGHT | LEFT | CENTER | RIGHT |
| Maxi Cosi Cabriofix (Seatbelt) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Römer King Plus (Seatbelt) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Römer Duo Plus (ISOFIX) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Römer KidFix (Seatbelt) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Maxi Cosi Cabriofix and EasyFix (Seatbelt) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Maxi Cosi Cabriofix and EasyFix (ISOFIX) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| BeSafe iZi Kid X3 ISOfix (ISOFIX) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Maxi Cosi Pearl and Familyfix (ISOFIX) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Römer KidFix (ISOFIX) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| Römer BabySafe + ISOFIX Base (ISOFIX) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |
| FAIR G0/1 (ISOFIX) | N/A | Pass | Pass | Exempt | Pass | N/A | N/A | N/A |

PEDESTRIAN

Total 22 pts | 61%



| |
|----------|
| GOOD |
| ADEQUATE |
| MARGINAL |
| WEAK |
| POOR |

| | |
|--------|----------|
| HEAD | 13,4 pts |
| PELVIS | 2,7 pts |
| LEG | 6 pts |

SAFETY ASSIST

Total 7 pts | 81%

SPEED ASSISTANCE SYSTEM 1,3 pts

Optional

Speed Information NOT ASSESSED

Speed Assistance (Manual) Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP Pass

Yaw rate ratio (1.00s) 3,09 %

Yaw rate ratio (1.75s) 6,67 %

Lateral displacement (1.07s) 2,80 m

SEATBELT REMINDER 3 pts

- driver and passenger Pass

- rear Pass

DETAILS OF TESTED CAR

SPECIFICATIONS

| | |
|-------------------------------|--|
| Tested model | Renault CAPTUR 1.0 'Trendy', LHD |
| Body type | 5 door hatchback |
| Year of publication | 2013 |
| Kerb weight | 1180kg |
| VIN from which rating applies | applies to all Capturs of the specification tested |

SAFETY EQUIPMENT

Front seatbelt pretensioners
Front seatbelt load limiters
Driver frontal airbag
Front passenger frontal airbag
Side body airbags

Side head airbags

Speed Limitation Assistance
Electronic Stability Control
Seatbelt Reminder

COMMENTS

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of all body regions of the driver dummy and all but the chest of the passenger dummy, protection of which was adequate. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the side barrier test, protection of the chest was adequate and that of other body regions was good. However, in the more severe side pole test, dummy readings of rib compression indicated weak protection of the chest and marginal protection of the abdomen. The seat and head restraint provided marginal protection against whiplash injuries in the event of a rear end impact.

Child occupant

Based on dummy result in the dynamic tests, the Captur scored maximum points for its protection of the 18 month dummy. Both child dummies were seated in rearward-facing restraints. The head of the 3 year dummy was found to have made contact with the C-pillar of the vehicle, and no points were awarded for protection of the head. In the side impact, both dummies were properly contained by their restraints, minimising the likelihood of dangerous head contact with parts of the car interior. The passenger airbag could be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information was provided to the driver regarding the status of the airbag and the system was rewarded. All types of child restraints could be properly installed in the seating positions designed to take them.

Pedestrian

The bumper scored maximum points for its protection of pedestrians' legs. Protection of the head was predominantly adequate, both in those areas likely to be struck by an adult and those where a child's head might strike.

Safety assist

Electronic stability control is standard and passed Euro NCAP's test requirements. A seatbelt reminder system is also standard for the front and rear seats. A driver-set speed limitation device is also available and met Euro NCAP's requirements.