



## Renault Traffic

Business and Family Van

2015



### Adult Occupant



52%

### Child Occupant



91%

### Pedestrian



53%

### Safety Assist



57%

## SPECIFICATION

|                               |  |
|-------------------------------|--|
| Tested Model                  | Renault Traffic dCi 115 Combi, LHD       |
| Body Type                     | 8/9 seat van                             |
| Year Of Publication           | 2015                                     |
| Kerb Weight                   | 2215kg                                   |
| VIN From Which Rating Applies | all Traffics of the specification tested |
| Class                         | Business and Family Van                  |

## SAFETY EQUIPMENT

|                                 | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| <b>FRONTAL CRASH PROTECTION</b> |        |           |      |
| Frontal airbag                  | ●      | ○         | —    |
| Belt pretensioner               | ●      | ○         | ✗    |
| Belt loadlimiter                | ●      | ●         | ●    |
| Knee airbag                     | ✗      | ✗         | —    |
| <b>SIDE CRASH PROTECTION</b>    |        |           |      |
| Side head airbag                | ○      | ○         | ✗    |
| Side chest airbag               | ○      | ○         | ✗    |
| Side pelvis airbag              | ✗      | ✗         | ✗    |

## SAFETY EQUIPMENT (NEXT)

|                       | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION      |        |           |      |
| Isofix                | ✗      | ✗         | ●    |
| Integrated CRS        | —      | ✗         | ✗    |
| Airbag cut-off switch | —      | ●         | —    |
| SAFETY ASSIST         |        |           |      |
| Seat Belt Reminder    | ●      | ✗         | ✗    |

| OTHER SYSTEMS           |   |
|-------------------------|---|
| Active Bonnet (Hood)    | ● |
| ESC                     | ● |
| AEB Inter-Urban         | ✗ |
| Speed Assistance System | ○ |
| Lane Assist System      | ✗ |

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard   
 ○ Fitted to test car as option   
 — Not applicable   
 ✗ Not available  
○ Not fitted to test car but available as option

 ADULT OCCUPANT

Total 19.1 Pts / 52%

 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 9.7 Pts



Passenger



Driver

Whiplash Rear Impact 1.4 Pts



Front seat



Rear seat

Lateral Impact 8 Pts



Car



Pole

 ADULT OCCUPANT

Total 19.1 Pts / 52%

## Comments on Adult Occupant

The passenger compartment remained stable in the frontal impact. An airbag for the front seat passenger is standard on passenger-carrying versions of the Traffic but, as it is only an option on the cargo versions, it was not included in the test. Dummy readings indicated marginal protection of the passenger's chest and the steering column and parts of the facia presented a risk of injury to the knees and femurs of both front seat occupants. Maximum points were scored in the side barrier test with good protection of all body regions. A head/thorax airbag is available as an option but, as it is not standard equipment, the Traffic did not qualify for a side pole impact. A geometric assessment of the seats indicated marginal protection against whiplash injury in the front seats and poor protection in the rear seats.

**CHILD OCCUPANT**

Total 45 Pts / 91%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance

24 Pts


18 months old child 12 Pts



**Tested restraint (Fit):**  
Römer BabySafe + ISOFIX Base

■ Good

36 months old child 12 Pts



**Tested restraint (Fit):**  
Römer Duo Plus

■

Safety Features

9 Pts

|                | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix         | ✗               | ●                | ✗              |
| i-Size         | ✗               | ✗                | ✗              |
| Integrated CRS | ✗               | ✗                | ✗              |

● Fitted to test car as standard   
 ○ Not on test car but available as option   
 ✗ Not available

CRS Installation Check

12 Pts

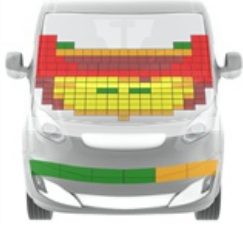
Comments on Child Occupant

The Trafic scored maximum points in the dynamic tests for its protection of the 3 year and 18 month dummies. In the frontal impact, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The test vehicle was not equipped with the optional passenger airbag but, where it is fitted, this can be disabled by means of a switch to allow a rearward-facing child restraint to be used in front passenger seat. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded.

 PEDESTRIAN PROTECTION

Total 16.1 Pts / 53%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

| Pedestrian Protection   | 16.1 Pts  |             |          |               |       |            |         |
|---|---|-------------|----------|---------------|-------|------------|---------|
|  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">10.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">0 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> </table> | Head Impact | 10.2 Pts | Pelvis Impact | 0 Pts | Leg Impact | 5.9 Pts |
| Head Impact   | 10.2 Pts  |             |          |               |       |            |         |
| Pelvis Impact   | 0 Pts   |             |          |               |       |            |         |
| Leg Impact  | 5.9 Pts   |             |          |               |       |            |         |

Comments on Pedestrian

The bumper provided good protection to pedestrians' legs in some areas but was marginal in others. Tests against the front edge of the bonnet are not performed for vehicles in this size category. The bonnet surface provided predominantly adequate protection to the head of a struck pedestrian with weak or poor results recorded primarily at the stiff bonnet edges and windscreen pillars.

 SAFETY ASSIST

Total 4 Pts / 57%

Speed Assistance

0 Pts

Electronic Stability Control

3 Pts

| System Name                         | ESP    |                        |
|-------------------------------------|--------|------------------------|
| <b>PERFORMANCE</b>                  |        |                        |
| Vehicle Yaw Rate @ COS + 1.00 s     | 1.42%  | meets ECE requirements |
| Vehicle Yaw Rate @ COS + 1.75 s     | 1.53%  | meets ECE requirements |
| Lateral Displacement @ BOS + 1.07 s | 2.35 m | meets ECE requirements |

Seat Belt Reminder

1 Pts

| Applies To | Driver's seat |                    |                   |
|------------|---------------|--------------------|-------------------|
| Warning    | Driver Seat   | front passenger(s) | rear passenger(s) |
| Visual     | Pass          | Not available      | Not available     |
| Audible    | Pass          | Not available      | Not available     |



## SAFETY ASSIST

Total 4 Pts / 57%

## Comments on Safety Assist

Electronic stability control is standard equipment. A seatbelt reminder is available only for the driver's seat. A speed limitation device is standard on passenger vans but, as it is only an option on the cargo-carrying variants, it was not included in the assessment.