

Renault Espace
Large MPV

2015



Adult Occupant



82%

Child Occupant



89%

Pedestrian



70%

Safety Assist



80%

SPECIFICATION

Tested Model	Renault Espace
Body Type	5 door MPV
Year Of Publication	2015
Kerb Weight	1671kg
VIN From Which Rating Applies	applies to all Espaces of the specification tested
Class	Large MPV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
SIDE CRASH PROTECTION			
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 City	✗
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 31.4 Pts / 82%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 6.7 Pts




Passenger Driver

Frontal Full Width 7.9 Pts



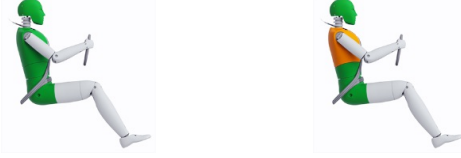
Passenger Driver

Whiplash Rear Impact 2.2 Pts




Front seat Rear seat

Lateral Impact 14.6 Pts



Car Pole

AEB City 0

Performance: 

 ADULT OCCUPANT

Total 31.4 Pts / 82%

Comments on Adult Occupant

The passenger compartment of the Espace remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Renault showed that a similar level of protection would be provided on the driver's side to occupants of different sizes and to those sat in different positions. However, on the passenger side, structures in the dashboard presented a risk of injury and the car was penalised. In the full-width rigid wall test, all critical body areas were well protected for the driver and protection of the rear seat occupant was good or adequate. In the side impact barrier test, dummy readings showed good protection of all critical body areas. However, the rear driver's side door opened during the test, presenting a risk of ejection for those in the vehicle and the score was penalised. In the more severe side pole impact, dummy readings of rib compression indicated a marginal level of protection for the chest but protection of other parts of the body was good. Tests on the front seats and head restraints indicated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The Espace's autonomous emergency braking system operates from 30km/h upwards so did not qualify for an assessment of its whiplash protection.

CHILD OCCUPANT

Total 44 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

24 Pts

18 months old child 12 Pts

Tested restraint (Fit):
Britax-Römer Babysafe

■ Good

36 months old child 12 Pts

Tested restraint (Fit):
iZi Combi X3 Besafe

■

Safety Features

8 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard	3rd 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


● Install without problem
 ● Safety critical problem
 ● Install with care
 ✗ Installation not allowed

■ Infants up to 13 kg

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

 CHILD OCCUPANT

Total 44 Pts / 89%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOfix (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)




■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



 CHILD OCCUPANT

Total 44 Pts / 89%

	Seat Position							
	Front		2nd row			3rd row		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Belt)	N/A	Pass	Pass	Pass	Pass	Pass	N/A	Pass
Römer King Plus (Belt)	N/A	Pass	Pass	Pass	Pass	Pass	N/A	Pass
Römer Duo Plus (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	N/A	N/A	N/A
Römer KidFix (Belt)	N/A	Pass	Pass	Pass	Pass	Pass	N/A	Pass
Maxi Cosi Cabriofix & EasyFix (Belt)	N/A	Exempt	Pass	Pass	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix & EasyFix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	N/A	N/A	N/A
Maxi Cosi Pearl & Familyfix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	Exempt	Pass	Pass	Pass	N/A	N/A	N/A

- Pass: Install without problem
- P Fail: install with care
- Fail: safety critical problem
- Exempt: Installation not allowed
- N/A: Not tested

Comments on Child Occupant

Both child dummies were sat in rearward-facing restraints and the Espace scored maximum points for its protection of the 1½ and 3 year infants in the dynamic tests. In the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Espace is designed could be properly installed and accommodated in the vehicle.

 PEDESTRIAN PROTECTION

Total 25.4 Pts / 70%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian Protection

25.4 Pts



Head Impact	13.4 Pts
Pelvis Impact	6 Pts
Leg Impact	6 Pts

Comments on Pedestrian

The bumper provided predominantly good protection to pedestrians' legs and scored maximum points for its protection of the pelvis area. The bonnet surface showed adequate protection to the head of a struck pedestrian in most areas with some good performance towards the centre and poor results only on the stiff windscreen pillars.

SAFETY ASSIST

Total 10.5 Pts / 80%

Speed Assistance

3 Pts

System Name	Over Speed Prevention System
Speed Limit Information Function	Camera & Map
Warning Function	System advised
Speed Limitation Function	System advised

Electronic Stability Control

3 Pts

System Name	ESP	
PERFORMANCE		
Vehicle Yaw Rate @ COS + 1.00 s	8.7%	meets ECE requirements
Vehicle Yaw Rate @ COS + 1.75 s	5.4%	meets ECE requirements
Lateral Displacement @ BOS + 1.07 s	3.05 m	meets ECE requirements

Seat Belt Reminder

3 Pts

Applies To	All seats		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	Pass	Pass	Pass
Audible	Pass	Pass	Pass

Lane Support

1 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	70
Warning	Audible & Visual
PERFORMANCE	
LDW Confirmation Test	Meets NHTSA requirements

SAFETY ASSIST

Total 10.5 Pts / 80%

AEB Interurban

0.5 Pts

Type	Forward Collision Warning with Auto-Brake			
Operational From	0 Km/h			
Additional Information	Default On			
PERFORMANCE MARGINAL				
Operational Speed	30-140 Km/h		30-140 Km/h	
	Autobrake Function Only		Driver reacts to warning	
	AVOIDANCE	MITIGATION	AVOIDANCE	MITIGATION
Approaching a stationary car			<= 25 Km/h	
Approaching a slower moving car	<= 25 Km/h	25-25 Km/h	<= 45 Km/h	45-80 Km/h
FOLLOWING A CAR AT SHORT DISTANCE				
Car in front brakes gently	Mitigation		Mitigation	
Car in front brakes harshly	Mitigation		Mitigation	
FOLLOWING A CAR AT LONG DISTANCE				
Car in front brakes gently	Mitigation		Mitigation	
Car in front brakes harshly	Mitigation		Mitigation	

Comments on Safety Assist

Electronic stability control is standard equipment, along with a seatbelt reminder system for the front and rear seats. The optional 'Over-Speed Protection System' uses a forward-looking camera to recognise speed signs. The information is presented to the driver who can decide whether or not to allow the car to be limited to that maximum speed. The system met Euro NCAP's requirements for such intelligent speed assistance and was given maximum points. An autonomous emergency braking system is also an option that is expected to be fitted to most cars sold. The system operates between 30 and 140km/h and gave marginal performance in Euro NCAP's tests. A lane departure warning system is also available as an option and met Euro NCAP's requirements.