



## Renault Master

Nordic Line 2.3l 110kW



**NOT RECOMMENDED 2021**

**SAFETY ASSIST PERFORMANCE**



**16%**

### SPECIFICATION

TESTED MODEL	Renault Master – Nordic Line 2.3l 110kW
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2205 kg / 1295 kg / 2850 kg
APPLIES TO	3 <sup>rd</sup> generation 2010 to present

### SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder	●	✘

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)	
AEB Car-to-Car	○
AEB Pedestrian	✘
AEB Cyclist	✘
Lane Support Systems	○
Speed Assist Systems	○
Attention Assist	○

● STANDARD    
 ○ FITTED AS OPTION    
 ✘ NOT AVAILABLE

**Verdict**

Overall, a disappointing performance from the Master. Little safety equipment is offered even as an option. The performance of those safety features which are available was mediocre and there are better choices for buyers of commercial vans who are interested in safety.

For detailed comments see below.

**SAFETY ASSIST PERFORMANCE**

Total 16%

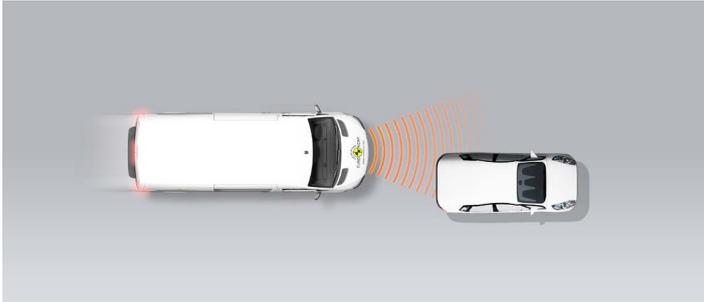
AEB CAR-TO-CAR

10.4 / 30 Pts

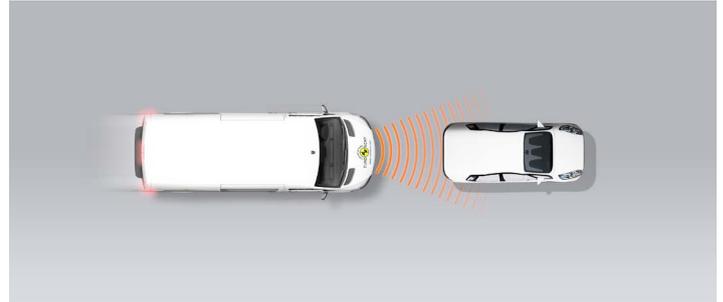
Type	AEB & FCW
Operational From	5 km/h

**Autobrake function only**

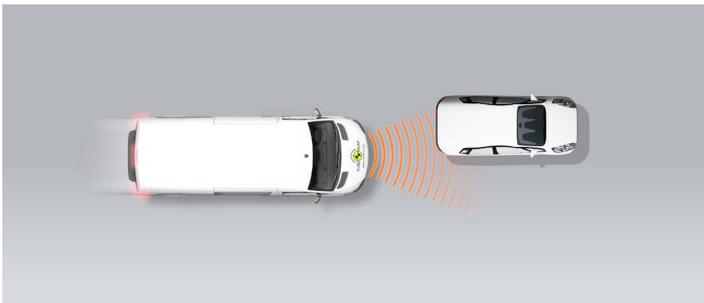
Approaching a stationary car



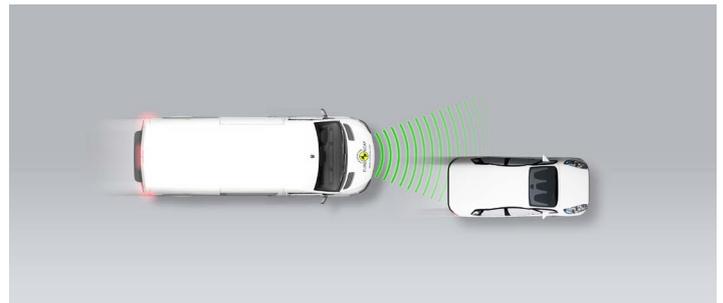
Approaching a stationary car



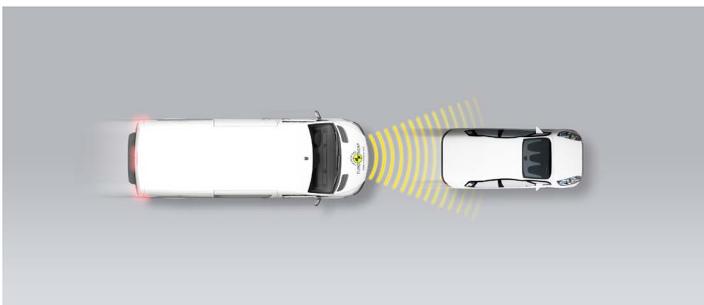
Approaching a stationary car



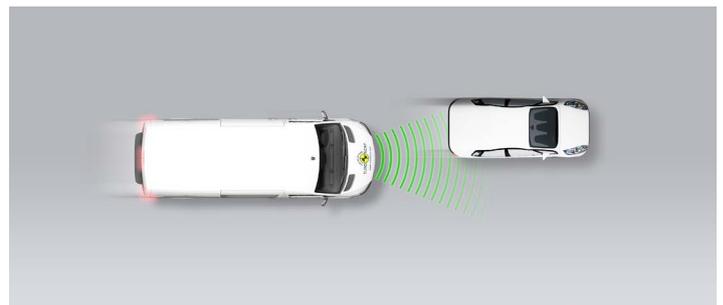
Approaching a slower moving car



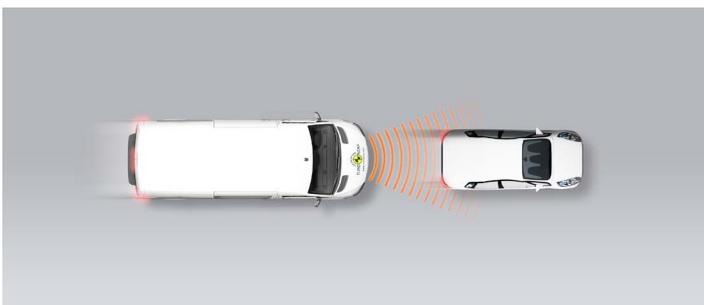
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



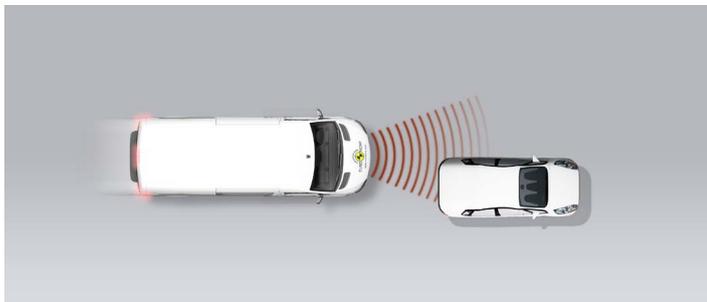
■ GOOD    
 ■ ADEQUATE    
 ■ MARGINAL    
 ■ WEAK    
 ■ POOR

# SAFETY ASSIST PERFORMANCE

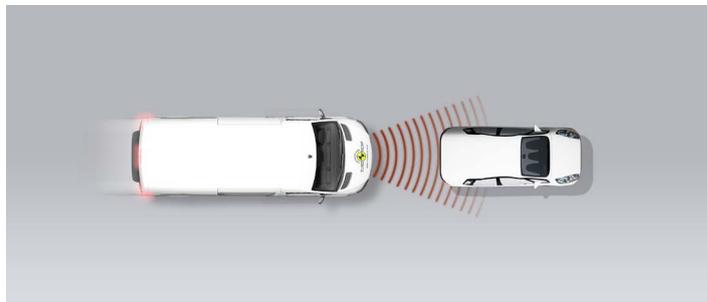
Total 16%

## Driver reacts to warning (Forward Collision Warning - FCW)

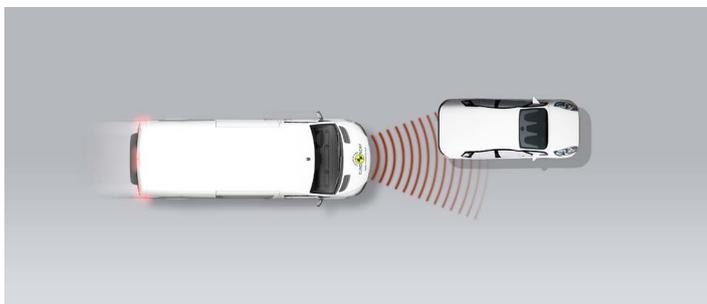
Approaching a stationary car



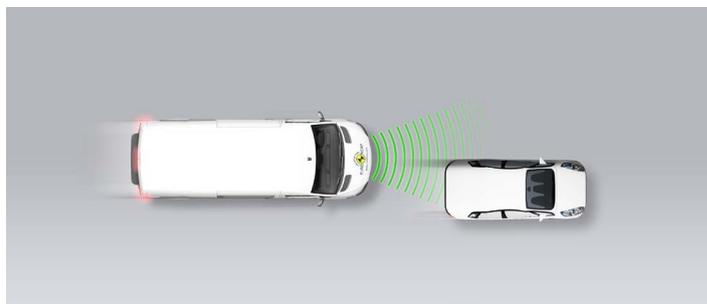
Approaching a stationary car



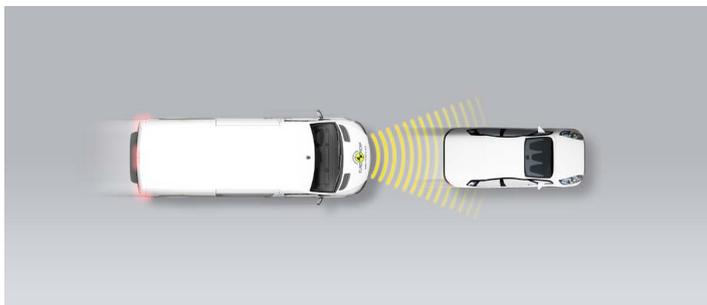
Approaching a stationary car



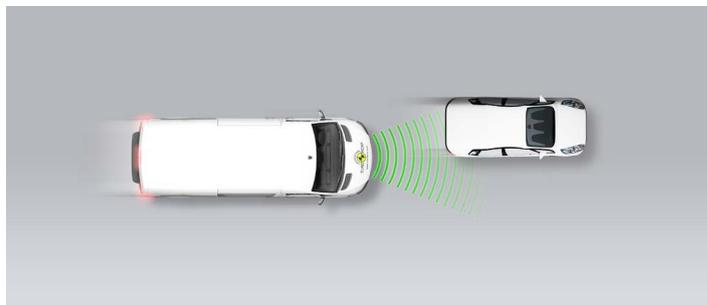
Approaching a slower moving car



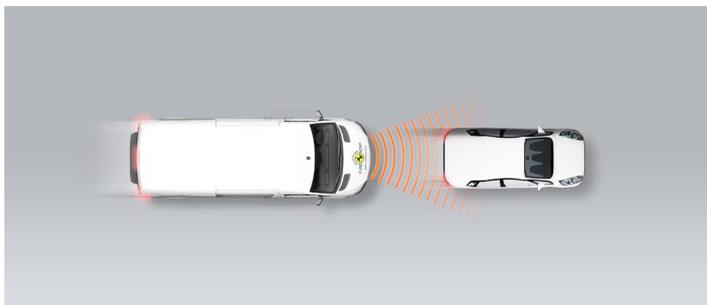
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



GOOD

ADEQUATE

MARGINAL

WEAK

POOR

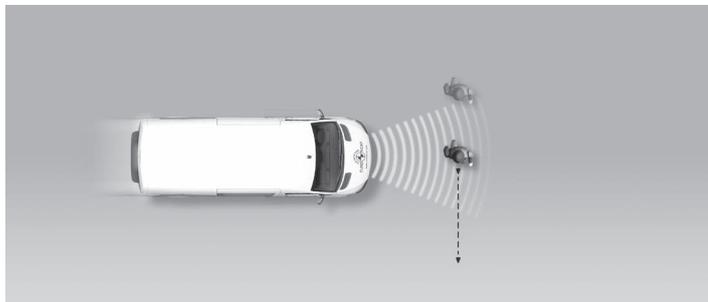
**SAFETY ASSIST PERFORMANCE**

Total 16%

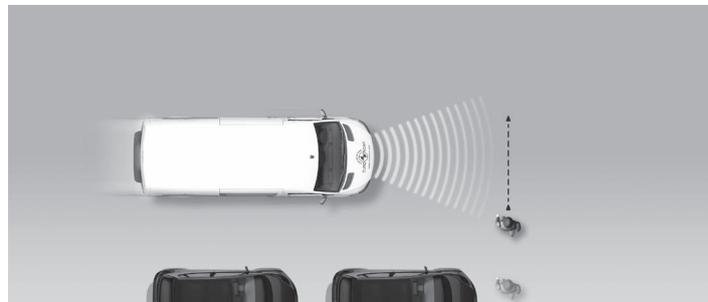
**AEB PEDESTRIAN**

N/A

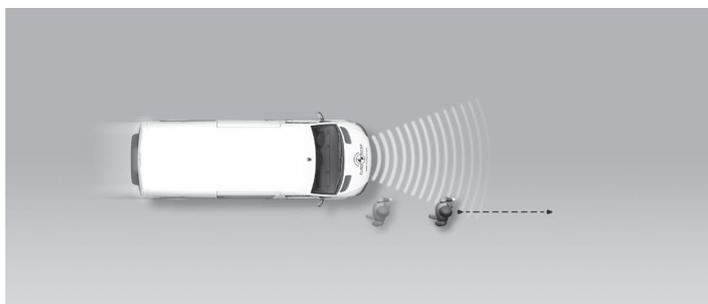
Adult crossing the road



Child running from behind parked vehicles



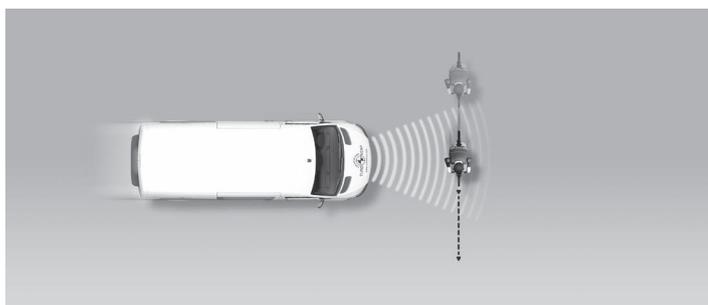
Adult along the roadside



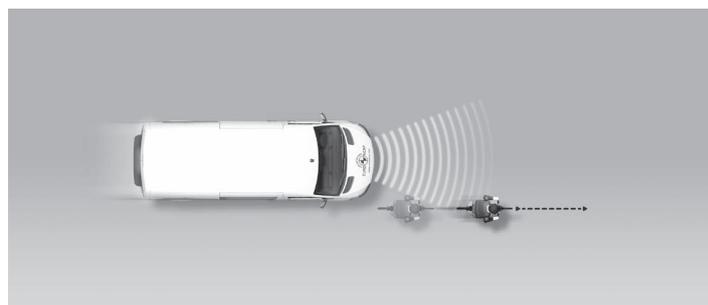
**AEB CYCLIST**

N/A

Cyclist crossing



Cyclist along the roadside



**GOOD**

**ADEQUATE**

**MARGINAL**

**WEAK**

**POOR**

**SAFETY ASSIST PERFORMANCE**

Total 16%

LANE SUPPORT

1.3 / 20 Pts

Type	LDW & BLIS
Operational From	0 km/h
<b>PERFORMANCE</b>	
Emergency Lane Keeping (ELK) / Lane Keep Assist (LKA)	—
Lane Departure Warning (LDW)	
Blind Spot Information System (BLIS)	

SPEED ASSISTANCE

0.0 / 15 Pts

Speed Limit Information Function	—
Speed Limitation Function	Manually set

OCCUPANT STATUS MONITORING

5.0 / 15 Pts

<b>DRIVER MONITORING</b>	
Attention Assist Driver	

SEATBELT REMINDER	Driver Seat	Front Passenger
Visual Warning		—
Audible Warning		—

PASS    FAIL    — NOT AVAILABLE

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

 SAFETY ASSIST PERFORMANCE

Total 16%

## Comment

The Master is offered with a limited choice of optional safety equipment, one of which is 'Active Emergency Braking'. This is an autonomous emergency braking (AEB) system which incorporates forward-collision warning (FCW). When tested with a stationary car in front, the system failed to respond in the great majority of cases. There was some avoidance of collisions and some mitigation only at the very lowest test speeds. When approaching the rear of a slower-moving car, the system performed much better, with collisions avoided or mitigated in most cases and, overall, the performance was rated as marginal. The system does not recognise vulnerable road users like pedestrians and cyclists.

Lane support comes in the form of an optional lane departure warning system (LDW), which warns the driver when the vehicle is drifting out of lane. The system failed Euro NCAP's requirements when the lane edge was marked by a dashed line and the system was not rewarded. Lane keep assist (LKA) and emergency lane keeping (ELK) are not available on the Master. A blind-spot information system is available as an option and some points were awarded for this.

Unlike some of its competitors, the Master is not offered with a speed limit information function. Only a driver-set speed limiter is offered as an option. In Euro NCAP's tests, this failed to maintain the vehicle speed with sufficient accuracy and was not rewarded.

A seatbelt reminder is standard equipment on the driver's seat. However, no such reminder is available for the passenger seat. A driver-state monitoring system warns the driver if steering inputs characteristic of fatigued or impaired driving is detected. However, this system as offered only looks at time and thus no points were scored.

	GOOD		ADEQUATE		MARGINAL		WEAK		POOR
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**FITMENT**

	FRANCE	GERMANY	ITALY	LUXEMBOURG	SPAIN	SWEDEN	THE NETHERLANDS	UNITED KINGDOM
<b>AUTONOMOUS EMERGENCY BRAKING SYSTEMS</b>								
AEB Car-to-Car	○	○	○	○	○	○	○	○
AEB Pedestrian	✗	✗	✗	✗	✗	✗	✗	✗
AEB Cyclist	✗	✗	✗	✗	✗	✗	✗	✗
<b>LANE SUPPORT SYSTEMS</b>								
Emergency Lane Keeping / Lane Keep Assist	✗	✗	✗	✗	✗	✗	✗	✗
Lane Departure Warning	○	○	○	○	○	○	○	○
Blind Spot Information System	○	○	○	○	○	○	○	○
<b>SPEED ASSIST SYSTEMS</b>								
Speed Limit Information Function	✗	✗	✗	✗	✗	✗	✗	✗
Speed Limitation Function	○	○	○	○	○	○	○	○
<b>OCCUPANT STATUS MONITORING SYSTEMS</b>								
Seatbelt Reminder - Driver	●	●	●	●	●	●	●	●
Seatbelt Reminder - Passenger	✗	✗	✗	✗	✗	✗	✗	✗
Attention Assist	○	○	○	○	○	○	○	○
<span>● STANDARD</span> <span>○ FITTED AS OPTION</span> <span>✗ NOT AVAILABLE</span>								

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