### **TEST RESULTS**

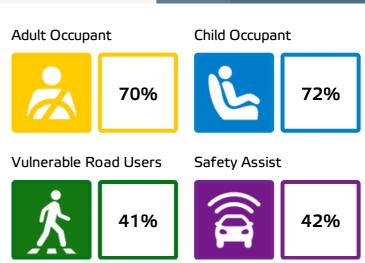


Dacia Logan Standard Safety Equipment



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2021

## SPECIFICATION

Tested Model	Dacia Sandero Stepway 1.0TCe, LHD
Body Type	- 5 door hatchback
Year Of Publication	2021
Kerb Weight	1111kg
VIN From Which Rating Applies	- all Logans
Class	Small Family Car

#### General comments

The Dacia Logan is structurally identical to the Sandero Stepway but has a different roof-line towards the rear. Based on some additional tests and data reviewed by Euro NCAP, the star rating of the Sandero Stepway can be applied also to the Dacia Logan.



## SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•		×
Belt pretensioner	•		٠
Belt loadlimiter			٠
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	٠
Side chest airbag	•		×
Side pelvis airbag			×
Centre Airbag	×	×	×
CHILD PROTECTION			
Isofix	—	×	•
Integrated CRS		×	×
Airbag cut-off switch	_		_
SAFETY ASSIST			
Seat Belt Reminder	•		٠

OTHER SYSTEMS	
Active Bonnet	×
AEB Vulnerable Road Users	×
AEB Car-to-Car incl. Turn Across Path	•
AEB Pedestrian - Reverse	×
Speed Assistance	
Lane Assist System	×

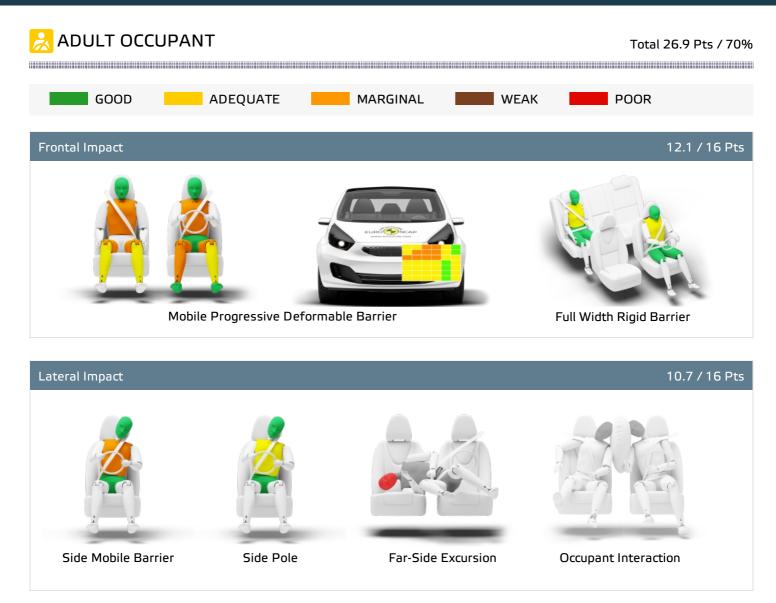
Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
  O Fitted to the vehicle as part of the safety pack

O Not fitted to the test vehicle but available as option or as part of the safety pack

🗙 Not available 🧼 — Not applicable





#### Rear Impact





3.6 / 4 Pts

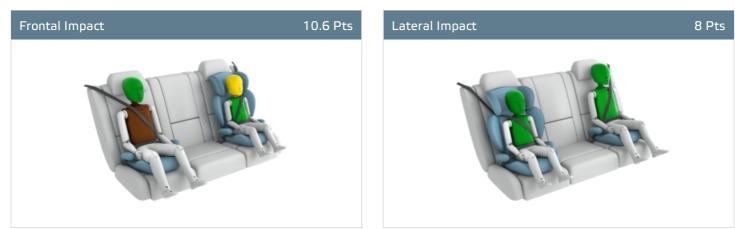


#### ADULT OCCUPANT Total 26.9 Pts / 70% GOOD ADEQUATE MARGINAL WEAK POOR **Rescue and Extrication** 0.5 / 2 Pts **Rescue Sheet** Available, ISO compliant PDF Advanced eCall Not available Multi Collision Brake Not available

#### Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated protection that was at least adequate for the knees and femurs of the driver and passenger. However, structures in the dashboard presented a risk of injury to occupants of different sizes and to those sitting in different positions, and protection for this part of the body was downgraded to marginal. Chest protection was also rated as marginal for both front seat occupants, based on dummy readings of chest compression. Analysis of the deformable barrier after the test revealed that it would be a benign crash opponent. In the full-width rigid barrier test, protection of the front seat driver and rear seat passenger was at least adequate for all critical parts of the body. In the side barrier test, representing an impact by another vehicle, chest compression indicated a marginal level of protection. In the side pole test, protection of all critical body areas was rated as good or adequate. An assessment of the excursion of an occupant in a far-side impact showed poor protection and the car does not have a counter-measure, such as a centre airbag, for this accident type. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric analysis of the rear seats indicated marginal whiplash protection.





Restraint for 6 year old child: *Britax Römer KidFix XP* Restraint for 10 year old child: *Britax Römer KidFix XP (Booster only)* 

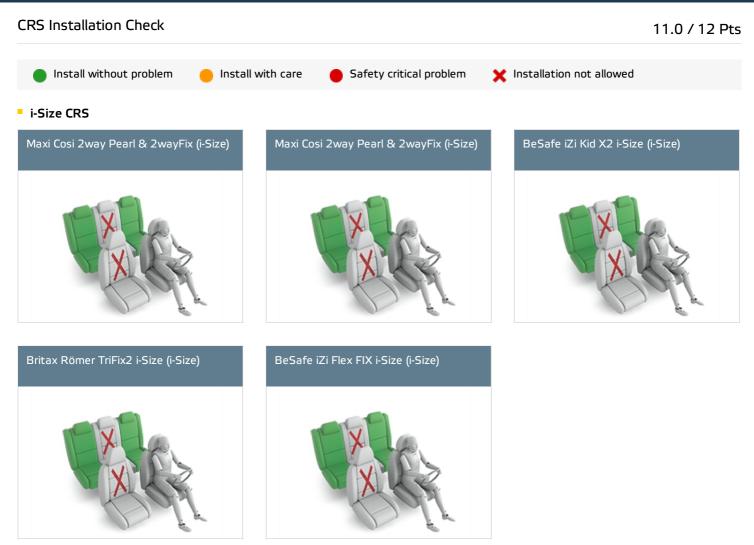
#### Safety Features

6.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	×	•	×
i-Size	×	•	×
Integrated CRS	×	×	×







ISOFIX CRS





# 😉 CHILD OCCUPANT

#### Total 35.6 Pts / 72%

#### Universal Belted CRS



#### Cybex Solution Z i-Fix (Belt)



Maxi Cosi Cabriofix & Easyfix (Belt)









Total 35.6 Pts / 72%

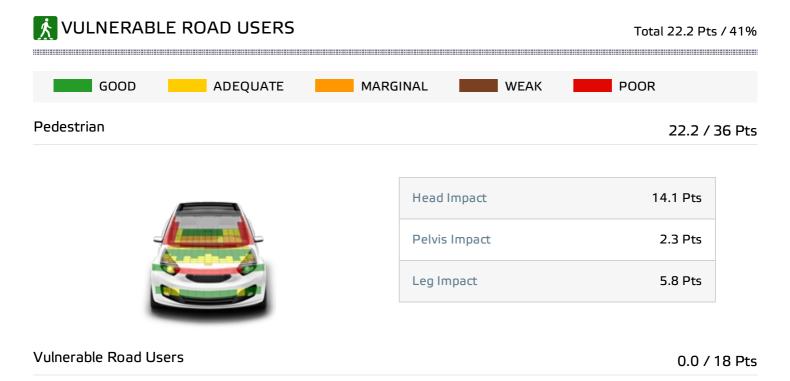
		Seat Position			
	Front	2nd row			
	PASSENGER	LEFT	CENTER	RIGHT	
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•	_		
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	_	•			
BeSafe iZi Kid X2 i-Size (i-Size)	_		_		
Britax Römer TriFix2 i-Size (i-Size)	_			•	
BeSafe iZi Flex FIX i-Size (i-Size)	_				
BeSafe iZi Combi X4 ISOfix (ISOFIX)	_		_		
Cybex Solution Z i-Fix (ISOFIX)	•				
Maxi Cosi Cabriofix (Belt)	•		•		
Maxi Cosi Cabriofix & Easyfix (Belt)			×		
Britax Römer King II LS (Belt)	•	•	•		
Cybex Solution Z i-Fix (Belt)					

Not available

#### Comments

In the frontal offset test, protection of the chest and neck of the 10 year dummy was rated as weak, based on dummy readings during the impact. For the 6 year dummy, protection of the neck was marginal while that of the head and chest was adequate and good respectively. The front passenger airbag can be disabled to allow a rearward-facing child 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 child restraints for which the car is designed could be properly installed and accommodated. One, a full sized rearward facing toddler restraint, could be fitted in the car with no problem but was deemed a fail because Dacia indicate in the user manual that the car cannot accommodate this (R3) category of restraint.







# 🕺 VULNERABLE ROAD USERS

#### **AEB** Pedestrian

#### 

0.0 / 9 Pts

Total 22.2 Pts / 41%

### Day time

Vehicle reversing into standing pedestrian





## 🕺 VULNERABLE ROAD USERS

Total 22.2 Pts / 41%

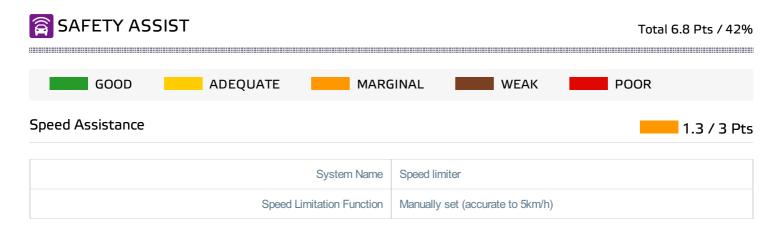
#### Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good or adequate protection to pedestrians' legs at all test locations. However, protection of the pelvis was poor over much of the width of the car. The autonomous emergency braking (AEB) system does not detect vulnerable road users such as pedestrians and cyclists.





0 Pts



### Occupant Status Monitoring

Applies To	Fr	ront and rear seats, including third	l row
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	٠	•	•
Audible	٠	•	•
Occupant Detection	_	•	
Pass Fail Not available			



## SAFETY ASSIST

Total 6.8 Pts / 42% 

### Lane Support

AEB Car-to-Car

4.5 / 6 Pts

0 Pts

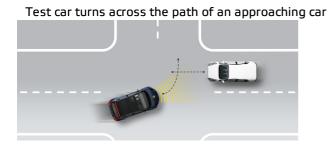
System Name	Active Emergency Braking
Туре	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	Radar only





Total 6.8 Pts / 42%

#### Autobrake function only



Approaching a stationary car

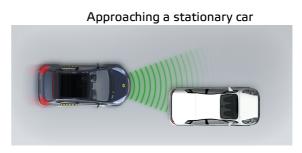


Approaching a slower moving car



Approaching a slower moving car

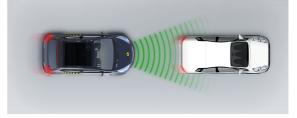




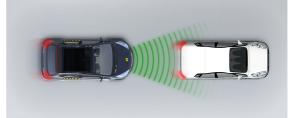
Approaching a stationary car



Approaching a slower moving car



Approaching a braking car

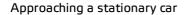




## 🛜 SAFETY ASSIST

Total 6.8 Pts / 42%

Driver reacts to warning

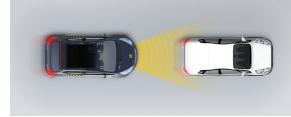




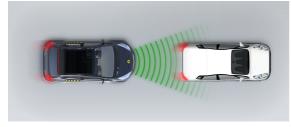
Approaching a stationary car

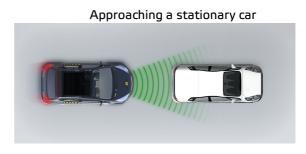


Approaching a slower moving car

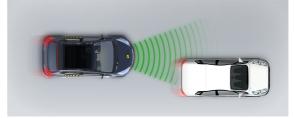


Approaching a braking car





Approaching a slower moving car



Approaching a slower moving car





## SAFETY ASSIST

Total 6.8 Pts / 42%

#### Comments

A seatbelt reminder system is standard for the front and rear seats. A driver-set speed limiter is also standard but there is no lane assistance. The AEB system performed well in tests of its response to other vehicles with accidents avoided or mitigated in many cases.



## RATING VALIDITY

## Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
4 door saloon	1.0 SCe petrol, manual	4 x 2	$\checkmark$	-
4 door saloon	1.0 TCe petrol, manual	4 x 2	$\checkmark$	-
4 door saloon	1.0 TCe petrol, automatic	4 x 2	$\checkmark$	-
4 door saloon	1.0 LPG, manual	4 x 2	$\checkmark$	-

Tested car: Dacia Sandero Stepway

#### Annual Reviews and Facelifts

Date	Event	Outcome	
April 2021	Rating Published	2021 🚖 🚖 ☆ ☆ ☆	~