



Renault Master

Nordic Line 2.3 110kW



BRONZE 2022

**SAFETY ASSIST
PERFORMANCE**



29%

SPECIFICATION

TESTED MODEL	Renault Master – Nordic Line 2.3 110kW
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	2205 kg / 1295 kg / 2852 kg
APPLIES TO	3 rd generation, 2022 production on

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

A slightly better performance from the 2022 Master's lane support system and its speed assistance system lead to a Bronze award, an improvement on its 'Not Recommended' status last year. Nevertheless, competitor vehicles are better equipped and better performing than the Master.

For detailed comments see below.

SAFETY ASSIST PERFORMANCE

Total 29%

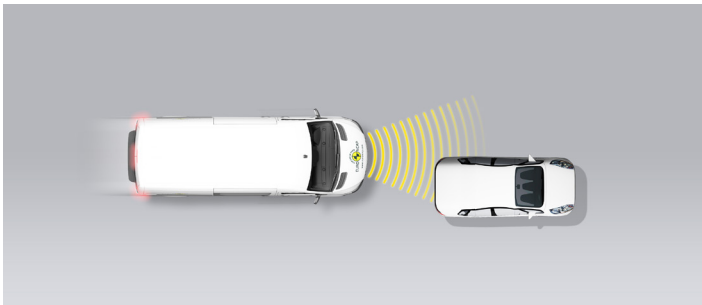
AEB CAR-TO-CAR

10.4 / 30 Pts

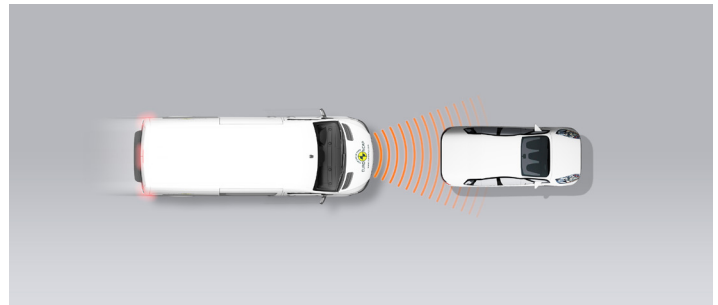
Type	AEB & FCW
Operational From	5 km/h

Autobrake function only

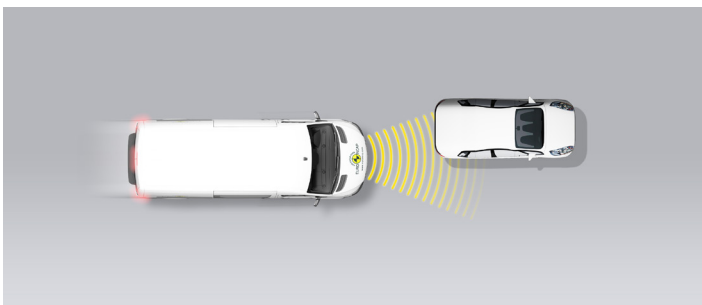
Approaching a stationary car



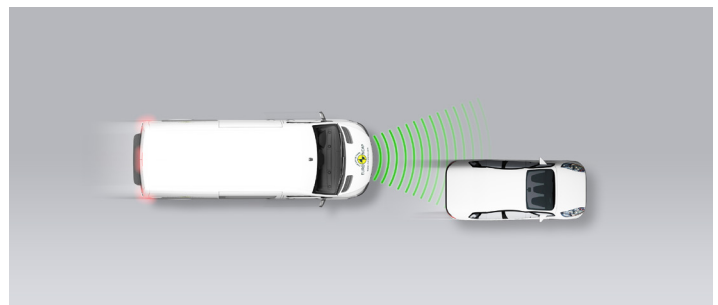
Approaching a stationary car



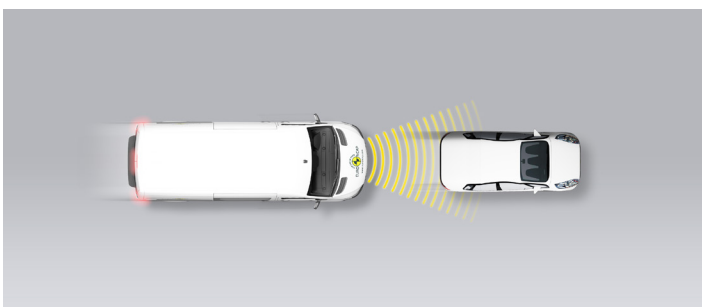
Approaching a stationary car



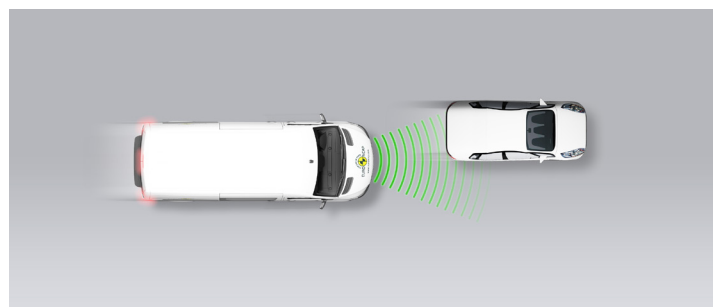
Approaching a slower moving car



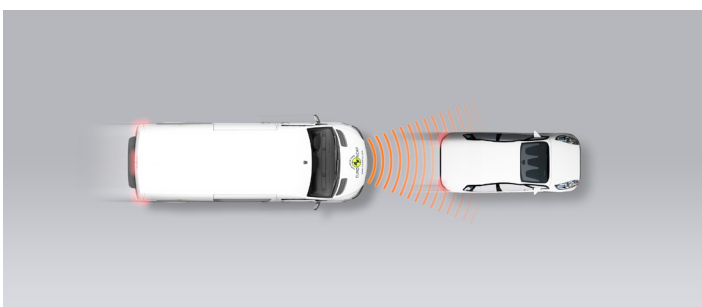
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



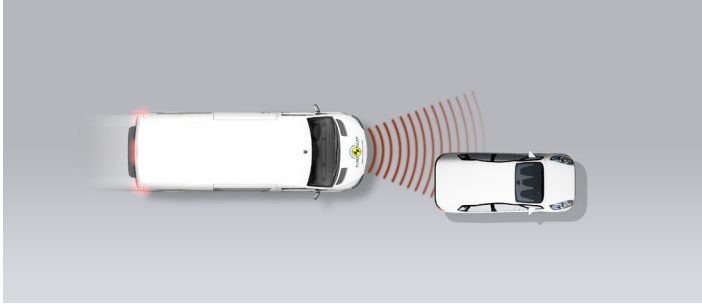
■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

 SAFETY ASSIST PERFORMANCE

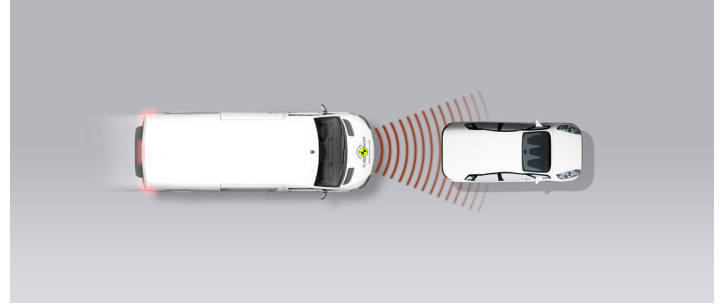
Total 29%

Driver reacts to warning (Forward Collision Warning - FCW)

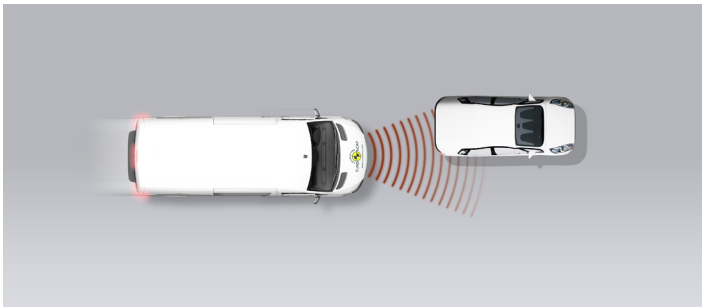
Approaching a stationary car



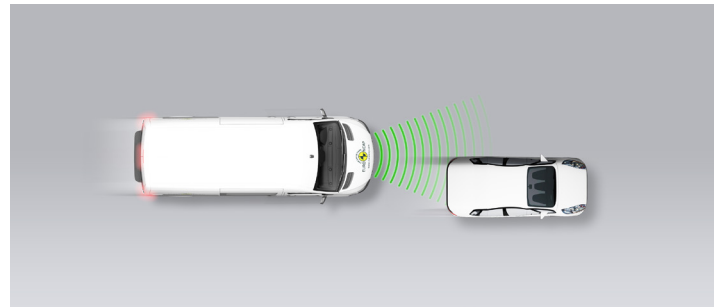
Approaching a stationary car



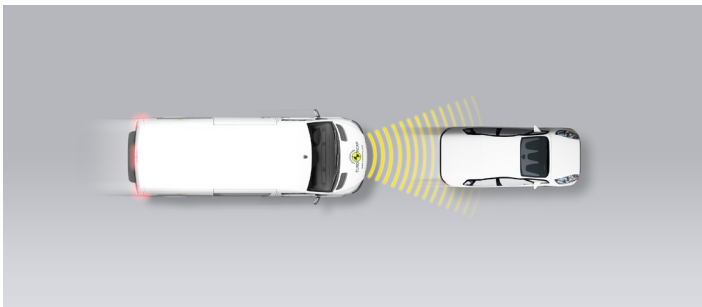
Approaching a stationary car



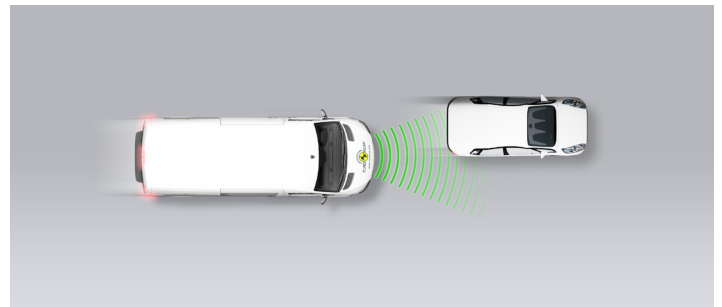
Approaching a slower moving car



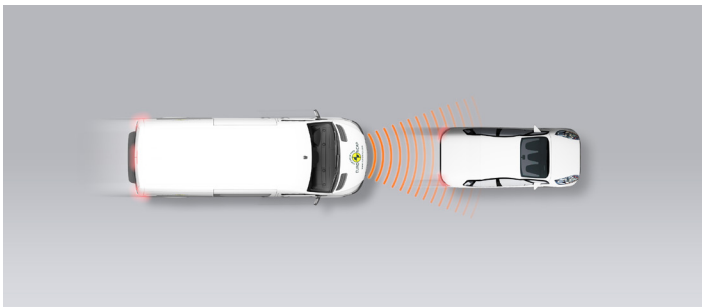
Approaching a slower moving car




Approaching a slower moving car



Approaching a braking car



 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

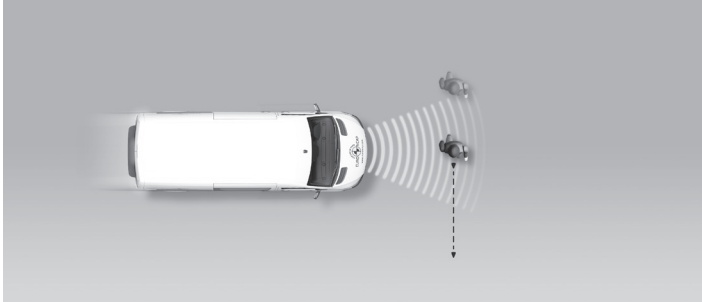
SAFETY ASSIST PERFORMANCE

Total 29%

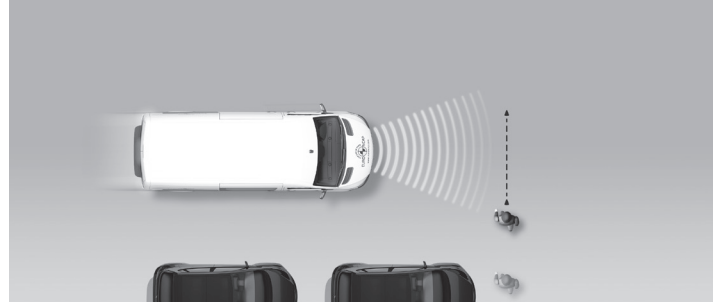
AEB PEDESTRIAN

N/A

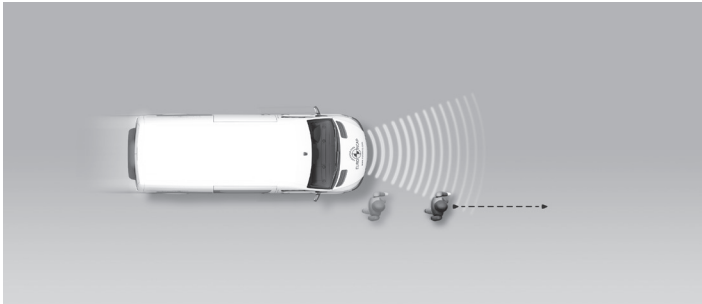
Adult crossing the road



Child running from behind parked vehicles



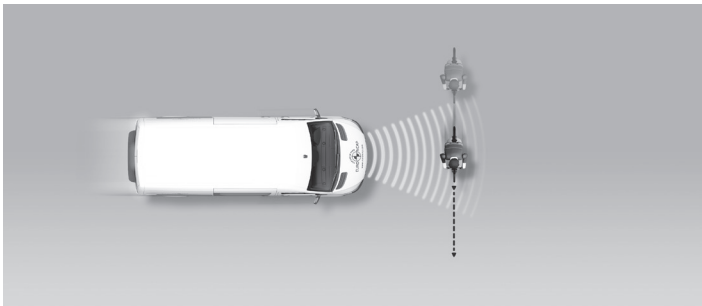
Adult along the roadside



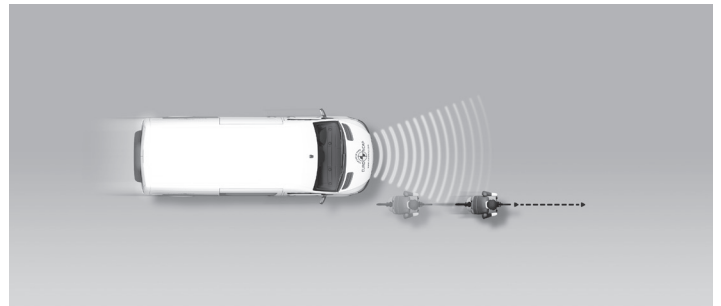
AEB CYCLIST

N/A

Cyclist crossing



Cyclist along the roadside



■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

SAFETY ASSIST PERFORMANCE

Total 29%

LANE SUPPORT 2.5 / 20 Pts

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

SPEED ASSISTANCE 6.3 / 15 Pts

Speed Limit Information Function	—
Speed Limitation Function	Manually set

OCCUPANT STATUS MONITORING 10.0 / 15 Pts

DRIVER MONITORING	
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 29%

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 2022 vehicle showed better performance than that of 2021 and the system responded to a dashed lane marker, as well as to a solid line, and the system was 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.

A driver-set speed limiter is offered as an option. The accuracy with which this system maintained the desired speed met Euro NCAP's requirements and was rewarded

A seatbelt reminder is standard equipment on the driver's seat and passenger's 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

FITMENT

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS			LANE SUPPORT SYSTEMS			SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS		
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	○	✗	✗	✗	○	○	○	○	●	●	✗
Belgium	○	✗	✗	✗	○	○	○	○	●	●	✗
Bulgaria	○	✗	✗	✗	○	○	○	○	●	●	✗
Croatia	○	✗	✗	✗	○	○	✗	✗	●	●	✗
Cyprus	○	✗	✗	✗	○	○	○	○	●	●	✗
Czech Republic	○	✗	✗	✗	○	○	○	○	●	●	✗
Denmark	○	✗	✗	✗	○	○	○	○	●	●	✗
Estonia	○	✗	✗	✗	○	○	○	○	●	●	✗
Finland	○	✗	✗	✗	○	○	○	○	●	●	✗
France	○	✗	✗	✗	○	○	○	○	●	●	✗
Germany	○	✗	✗	✗	○	○	○	○	●	●	✗
Greece	○	✗	✗	✗	○	○	○	○	●	●	✗
Hungary	○	✗	✗	✗	○	○	○	○	●	●	✗
Ireland	○	✗	✗	✗	○	○	○	○	●	●	✗
Italy	○	✗	✗	✗	○	○	○	○	●	●	✗
Latvia	○	✗	✗	✗	○	○	○	○	●	●	✗
Lithuania	○	✗	✗	✗	○	○	○	○	●	●	✗
Luxembourg	○	✗	✗	✗	○	○	○	○	●	●	✗
Malta	○	✗	✗	✗	○	○	○	○	●	●	✗
The Netherlands	○	✗	✗	✗	○	○	○	○	●	●	✗
Poland	○	✗	✗	✗	○	○	○	○	●	●	✗
Portugal	○	✗	✗	✗	○	○	○	○	●	●	✗
Romania	○	✗	✗	✗	○	○	○	○	●	●	✗
Slovakia	○	✗	✗	✗	○	○	○	○	●	●	✗
Slovenia	○	✗	✗	✗	○	○	✗	✗	●	●	✗
Spain	○	✗	✗	✗	○	○	✗	✗	●	●	✗
Sweden	○	✗	✗	✗	○	○	○	○	●	●	✗
United Kingdom	○	✗	✗	✗	○	○	○	○	●	●	✗

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● STANDARD ○ FITTED AS OPTION ✗ NOT AVAILABLE — VEHICLE NOT SOLD