



Renault Captur
Standard Safety Equipment

2024



Adult Occupant



76%

Child Occupant



80%

Vulnerable Road Users



76%

Safety Assist



69%

SPECIFICATION

Tested Model	Renault Symbioz, E-Tech, LHD
Body Type	- 5 door SUV
Year Of Publication	2024
Kerb Weight	1425kg
VIN From Which Rating Applies	-
Class	Small SUV

General comments

The 2024 Renault Captur is structurally the same as the Renault Symbioz. An additional test has been performed on the Captur to ensure comparability of performance but most results are taken from those of the Symbioz.

SAFETY EQUIPMENT

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
Cyclist Dooring Prevention	○
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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


- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

 ADULT OCCUPANT

Total 30.6 Pts / 76%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 11.4 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 12.2 / 16 Pts



Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 4.0 / 4 Pts




Rear Seat Front Seat

 ADULT OCCUPANT

Total 30.6 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	
Submergence Check	Compliant	

Comments

The passenger compartment of the Captur remained stable in the frontal offset test. Protection of the driver's chest was rated as weak, based on dummy readings of compression, but that of other body regions was good or adequate. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Captur would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection was good or adequate for all critical body areas except the driver's chest, protection of which was rated as marginal. In the side barrier test, protection of all critical body regions was good. In the more severe pole impact test, protection the chest was again rated as marginal. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Captur has no countermeasure to mitigate against occupant-to-occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Captur has an advanced eCall system which alerts the emergency services in the event of a crash, and there is a system to prevent secondary impacts after the car has been in a collision. Renault demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

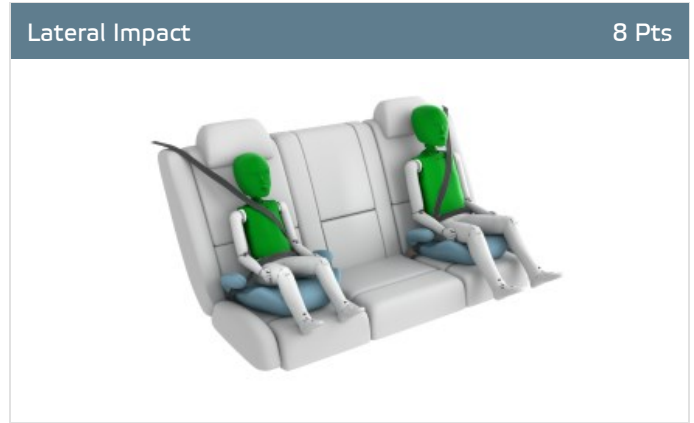
CHILD OCCUPANT

Total 39.5 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
 Restraint for 10 year old child: *Peg Perego Viaggio 2-3 Shuttle*

Safety Features

5.0 / 13 Pts

	Isofix
	i-Size
	Integrated CRS
	Top tether
	Child Presence Detection

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

CRS Installation Check

11.3 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	●	●	—	—

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Version 300824

CHILD OCCUPANT

Total 39.5 Pts / 80%

Isofix	Seat Position				
	Front		2nd row		
			Left	center	Right
	●	✗	●	—	●
	✗	●	●	—	●
	●	✗	●	—	●
	●	✗	●	—	●
	●	✗	●	—	●
	✗	●	●	—	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
			Left	center	Right
	✗	●	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	✗	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✗ Not allowed
✗ Airbag ON
 Rearward facing restraint installation not allowed
✗ Airbag OFF

Version 300824



CHILD OCCUPANT

Total 39.5 Pts / 80%

Comments

With the exception of the neck of the 10 year dummy, protection of which was marginal, all critical body areas of both child dummies were well protected. 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. The Captur is not equipped with a 'child presence detection' system. Most of the child restraint types for which the Symbioz is designed could be properly installed and accommodated in the car, but the rear centre seat could not accommodate the belt-installed restraints.

VULNERABLE ROAD USERS

Total 48.4 Pts / 76%



VRU Impact Protection 26.9 / 36 Pts



Pedestrian & Cyclist Head	12.8 Pts
Pelvis	2.3 Pts
Femur	4.4 Pts
Knee & Tibia	7.4 Pts

VRU Impact Mitigation 21.4 / 27 Pts

System Name	Active Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h



AEB Pedestrian 6.0 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		—
Adult crossing a road into which a car is turning		—
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

— Currently not tested

AEB Cyclist 7.4 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 48.4 Pts / 76%



Cyclist Dooring Prevention 0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	, driver door only"

AEB Motorcyclist 6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		—

— Currently not tested

Lane Support Motorcyclist 2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars and at the base of the screen. Protection of the pelvis was poor at several test locations, but that of the femur was predominantly good. Protection of the knee and tibia ranged from good to weak, depending on test location. The autonomous emergency braking (AEB) system of the Renault can respond to vulnerable road users as well as to other vehicles. The system's response to pedestrians was adequate and to cyclists was good, although the car does not have protection against 'dooring', where a door is suddenly opened in the path of a cyclist approaching from behind. A system to prevent collisions with pedestrians to the rear of the car is available as an option, but was not on the test vehicle. The collision avoidance system performed well in tests of its response to motorcyclists, scoring full points for AEB and scoring adequately for its lane support.

SAFETY ASSIST

Total 12.5 Pts / 69%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance 1.8 / 3 Pts

System Name	Speed Assist System
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring 1.3 / 3 Pts

> Seatbelt Reminder 1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass
 ● Fail
 — Not available

> Driver Monitoring 0.3 / 2 Pts

System Name	Driver Vigilance Warning
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 12.5 Pts / 69%

Lane Support

2.5 / 3 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

6.9 / 9 Pts

System Name	Active emergency braking system
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		—
Turning across the path of an oncoming car		—
Approaching a stationary car		
Approaching a slower moving car		—
Approaching a braking car		—

— Currently not tested



SAFETY ASSIST

Total 12.5 Pts / 69%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with collisions avoided in most test scenarios. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
September 2024	Rating Published	2024 ★ ★ ★ ★ ☆ 