

Crash Tests

New Car Safety

RENAULT LAGUNA II (LHD)
2001 on Front+side+head airbags



Offset crash test at 64km/h

Overall Evaluation



Overall score

33.1 out of 34

Variant: Hatch (LHD).
Kerb weight: 1390 kg
Vehicles built: 2001

Engine: 4 Cyl. 1.8 litre.
Category: LARGE/MEDIUM CAR
Test by: EuroNCAP

Important note: The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Safety features

The driver and front passenger are protected by front airbags, side airbags and head-protecting side airbag curtains. These are standard equipment in New Zealand.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to front seat belts to reduce slack in the event of a severe crash. The centre rear seat has a 3-point seat belt.

OVERALL EVALUATION : 5 Stars

The Renault Laguna II was the first car to earn five stars under the EuroNCAP system. It performed exceptionally well in the offset crash test (score 15.1 out of 16). The passenger compartment held its shape well. Protection from serious injury was good for the head and legs. There was a slight risk of chest injury for both driver and passenger.

The vehicle earned a full 16 points in the side impact crash test and a full 2 points in the optional pole test.

FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 30mm. The width of the driver's doorway shortened by 20mm. All doors remained closed during the crash. After the crash moderate manual effort was required to open the driver's door and the other doors opened with normal effort.

The airbags cushioned both the driver and passenger. Movement was well controlled and there was no knee contact with the dash.

SIDE IMPACT CRASH TEST

The passenger compartment held its shape well in the side impact test.

Dummy movement was well controlled. The curtain-style upper side airbags protected the head of the driver. This gave the manufacturer the option of funding a separate pole impact crash test. This test earned the vehicle a further two points.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	315.4	261.3	51.8
Acceleration (g for 3ms)	41.1	39	27.1
Neck - Shear (kN)	0.16	0.41	-
Tension (kN)	1.11	0.88	-
Extension (Nm)	8.65	10.41	-
Chest Accln (g for 3ms)			-
Compression (mm)	24.55	28.29	13.12
Viscous criterion (m/s)	0.09	0.08	0.06
Abdomen - Force (kN)	-	-	0.64
Pelvis - Force (kN)	-	-	2.39
Upper legs Force	0.11	0.03	
Left (kN)			
Right	0.32	0.74	
Knee displ (mm)			
Left	0.15	0.02	
Right	0.16	0	
Lower legs Force	1.19	1.58	
Left (kN)			
Right	1.76	1.36	
Index (Upper/Low)	0.22/0.19	0.27/0.22	
Left			
Right	0.37/0.13	0.25/0.16	

Modifiers for offset test scores

Head	No penalty
Chest	No penalty
Upper legs	No penalty
Lower legs	No penalty

Pedestrian rating:



11.85 points out of 36 (32.9%)

Child head impacts 6.66 points; adult head impacts 4.86 points; upper leg impacts 0.33 points; lower leg impacts zero points.



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