

Crash Tests

New Car Safety

RENAULT SCENIC II (LHD)

2005 on

Front+side+head airbags

Overall Evaluation



Overall score

34.12 out of 37

Variant: 5 DR HATCH

Eng: 1.5 litre.

Kerb weight: 1410 kg

Category: MPV

Vehicles built: 2003

Test by Euro NCAP

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

Model History and Safety Features

The tested model of Renault Scenic II was introduced in Australia during February 2005. It was introduced in New Zealand during 2004.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. ABS brakes are also standard. An advanced seat belt reminder is fitted to the driver seat.

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. Pre-tensioners are fitted to the front and rear outer seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point seat belt. The front seats have an anti-submarining system.

OVERALL EVALUATION : 5 Stars

The Renault Scenic scored 15.12 out of 16 in the offset crash test. There was a slight risk of serious chest and leg injury for the driver. The passenger also had a slight risk of serious lower leg injury.

The vehicle scored 16 out of 16 in the side impact crash test. A further 2 points were scored in the optional pole test

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 3.4pts, upper legs 4pts, lower legs 3.72pts.

The passenger compartment held its shape well in the offset crash test. The clutch pedal moved rearwards by 47mm and upwards 14mm. The steering wheel hub moved rearwards 3mm, upwards 6mm and sideways 27mm. The front ("A") pillar moved 32mm rearwards. The width of the driver's doorway shortened by 26mm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Knee protection was good.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 4pts, abdomen 4pts, pelvis 4pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.



Offset crash test at 64km/h

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head HIC	278	337	31
Acceleration (g for 3ms)	42.1	40.7	17.8
Neck - Shear (kN)	0.55	0.42	-
Tension (kN)	1.21	1	-
Extension (Nm)	30	11	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	26.2	14.2	12.7
Viscous criterion (m/s)	0.11	0.04	0.09
Abdomen - Force (kN)	-	-	0.61
Pelvis - Force (kN)	-	-	2.34
Upper legs Force (kN)	Left 1.21 Right 0.11	0.83 0.6	
Knee displ (mm)	Left 0.01 Right 1.13	0.08 0.04	
Lower legs Force (kN)	Left 2.02 Right 1.3	1.82 1.59	
Index (Upper/Low)	Left 0.43/0.46 Right 0.39/0.2	0.41/0.25 0.39/0.23	

Bonus points (maximum 5)

Pole Test: 2 pts Seat belt reminders: 1pt

Modifiers - offset test scores

Head No deduction
Chest No deduction
Upper leg No deduction
Lower leg No deduction
Foot score Score 4 points

Modifiers - side impact test scores

Chest No deduction

Pedestrian rating (v4.1)

10.75 points out of 36.



Child head impacts 5.75pts; adult head impacts 5pts; upper leg zero pts and lower leg impacts zero pts.



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