



Renault Kadjar
Small Off-Road

2015



Adult Occupant



89%

Child Occupant



81%

Pedestrian



74%

Safety Assist



71%

SPECIFICATION

| | |
|-------------------------------|----------------------------------|
| Tested Model | Renault Kadjar 1.5dCi 'ZEN', LHD |
| Body Type | 5 door hatchback |
| Year Of Publication | 2015 |
| Kerb Weight | 1420kg |
| VIN From Which Rating Applies | VF1RFE00X53586729 |
| Class | Small Off-Road |

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|---------------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | — |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ✗ | ✗ | — |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✗ |
| Side pelvis airbag | ✗ | ✗ | ✗ |

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | — | ✗ | ● |
| Integrated CRS | — | ✗ | ✗ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ✗ |
| ESC | ● |
| AEB City | ○ |
| Speed Assistance System | ○ |
| Lane Assist System | ○ |

The Safety Equipment includes those items relevant for the year of assessment

- Fitted to test car as standard
 ○ Fitted to test car as option
 — Not applicable
 ✗ Not available
○ Not fitted to test car but available as option

ADULT OCCUPANT

Total 33.9 Pts / 89%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.9 Pts

Passenger Driver

Frontal Full Width 7.6 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.4 Pts

Front seat Rear seat

Lateral Impact 16 Pts

Car Pole

AEB City 0

Performance:

 ADULT OCCUPANT

Total 33.9 Pts / 89%

Comments on Adult Occupant

The passenger compartment of the Kadjar remained stable in the frontal offset test. The driver dummy scores maximum points, with good protection of all body critical regions and the passenger dummy lost only a fraction of a point, with adequate chest protection. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width frontal test, the driver dummy again scored maximum points. The rear passenger dummy had a marginal level of chest protection but all other critical body areas were well protected. The Kadjar provided good protection to all body regions in the side impact barrier test, simulating another car striking the side of the vehicle, and also in the more severe side pole test. The front seats and head restraints provided marginal protection against whiplash injury in the event of a rear-end collision, while a geometric assessment of the rear seats indicated good whiplash protection. An autonomous emergency braking system is available but it is not standard equipment so its low-speed whiplash protection was not assessed.

CHILD OCCUPANT

Total 40.0 Pts / 81%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23 Pts

18 months old child 12 Pts

Tested restraint (Fit):
Römer BabySafe + ISOFIX Base

■ Good

36 months old child 11 Pts

Tested restraint (Fit):
Römer Duo Plus

■

Safety Features

5 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix | ✗ | ● | ✗ |
| i-Size | ✗ | ✗ | ✗ |
| Integrated CRS | ✗ | ✗ | ✗ |

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

CRS Installation Check

12 Pts


● Install without problem
 ● Safety critical problem
 ● Install with care
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyFix (Belt)

Maxi Cosi Cabriofix & EasyFix (ISOFIX)

 CHILD OCCUPANT

Total 40.0 Pts / 81%

■ Infants and toddlers up to 18 kg

BeSafe iZi Kid X3 ISOFIX (ISOFIX)



■ Toddlers from 9 to 18 kg

Römer King Plus (Belt)



Römer Duo Plus (ISOFIX)



Maxi Cosi Pearl & Familyfix (ISOFIX)



■ Toddlers over 18 kg

Römer KidFix (Belt)



Römer KidFix (ISOFIX)



CHILD OCCUPANT

Total 40.0 Pts / 81%

| | Seat Position | | | |
|--|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ✘ | ● |
| Römer King Plus (Belt) | ● | ● | ✘ | ● |
| Römer Duo Plus (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (Belt) | ● | ● | ✘ | ● |
| Maxi Cosi Cabriofix & EasyFix (Belt) | ● | ● | ✘ | ● |
| Maxi Cosi Cabriofix & EasyFix (ISOFIX) | ✘ | ● | ✘ | ● |
| BeSafe iZi Kid X3 ISOfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Maxi Cosi Pearl & Familyfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (ISOFIX) | ✘ | ● | ✘ | ● |

● Install without problem
 ● install with care
 ● safety critical problem
 ✘ Installation not allowed


Comments on Child Occupant

The Kadjar scored maximum points for its protection of the 1½ year dummy in the frontal offset and side barrier tests. Protection of the 3 year dummy was also good apart from marginally high tensile forces in the neck. In the frontal test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and, in the side impact, both dummies were properly contained within the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing 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 restraint types for which the vehicle is designed could be properly installed and accommodated in the car. Cars before VIN VF1RFE00X53586729 have a very slightly different rear seat cushion and position of the seatbelt buckles.

 PEDESTRIAN PROTECTION

Total 27.0 Pts / 74%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|---|---|-------------|----------|---------------|---------|------------|-------|
| Pedestrian Protection | 27.0 Pts | | | | | | |
|  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">5.8 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table> | Head Impact | 15.2 Pts | Pelvis Impact | 5.8 Pts | Leg Impact | 6 Pts |
| Head Impact | 15.2 Pts | | | | | | |
| Pelvis Impact | 5.8 Pts | | | | | | |
| Leg Impact | 6 Pts | | | | | | |

Comments on Pedestrian

The bumper provided good protection for pedestrians' legs and scored maximum points. Protection of the pelvis was at least adequate in all areas tested. The bonnet provided head protection that was predominantly adequate, with good protection towards the centre of the bonnet surface and poor results only at the stiff windscreen pillars.

SAFETY ASSIST

Total 9.3 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.3 Pts

| | |
|----------------------------------|----------------|
| Speed Limit Information Function | Camera based |
| Warning Function | System advised |
| Speed Limitation Function | System advised |

Electronic Stability Control

3 Pts

| | | |
|-------------------------------------|-----------|------------------------|
| System Name | BOSCH 9.0 | |
| PERFORMANCE | | |
| Vehicle Yaw Rate @ COS + 1.00 s | 4.9% | meets ECE requirements |
| Vehicle Yaw Rate @ COS + 1.75 s | 4.9% | meets ECE requirements |
| Lateral Displacement @ BOS + 1.07 s | 3.1 m | meets ECE requirements |

Seat Belt Reminder

3 Pts

| | | | |
|------------|-------------|--------------------|-------------------|
| Applies To | All seats | | |
| Warning | Driver Seat | front passenger(s) | rear passenger(s) |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

| | |
|-----------------------|--------------------------|
| Type | Lane Departure Warning |
| Operational From | 65 |
| Warning | Audible |
| PERFORMANCE | |
| LDW Confirmation Test | Meets NHTSA requirements |



SAFETY ASSIST

Total 9.3 Pts / 71%

Comments on Safety Assist

Electronic stability control is standard equipment, together with a seatbelt reminder for the front and rear seats. An autonomous emergency braking system is not standard and the option is not expected to be fitted to most of the cars sold, so its high-speed performance was not assessed. A speed assistance system is available as an option and is expected to be widely fitted. The system uses a camera to inform the driver of local speed limits and the driver can manually set the system appropriately. A lane departure warning system will also be fitted to most cars sold so it was included in the assessment.