



Renault Kangoo
Standard Safety Equipment

2021



Adult Occupant



78%

Child Occupant



87%

Vulnerable Road Users



67%

Safety Assist



72%

SPECIFICATION

Tested Model	Renault Kangoo 1.3 Tce, LHD
Body Type	- 5 door MPV
Year Of Publication	2021
Kerb Weight	1531kg
VIN From Which Rating Applies	- all Kangoos
Class	Small MPV

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	✘
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
Centre 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	✘
AEB Vulnerable Road Users	●
AEB Car-to-Car	●
AEB Pedestrian - Reverse	✘
Speed Assistance	●
Lane Assist System	●

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 29.9 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 14.0 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 11.9 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.5 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 29.9 Pts / 78%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Rescue and Extrication		0.5 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	

Comments

The passenger compartment of the Kangoo remained stable in the frontal offset test. Dummy readings demonstrated good protection of the knees and femurs of the driver and passenger dummy. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection of the driver dummy's chest was rated as marginal, based on measurements of compression during the test. Analysis of the deformable impact barrier after the test, and of decelerations of the trolley during the test, indicated that the Kangoo would be quite a benign crash partner in collisions with other vehicles. In the full-width rigid barrier impact, protection was rated as good or adequate for all critical body regions, for both the front driver and rear passenger. In the side barrier impact, protection was good for all critical body areas and the Kangoo scored maximum points. In the more severe side pole test, chest protection was adequate and that of other body regions was good. An assessment of dummy excursion (the extent to which the dummy moves to the opposite side of the car in an impact from the far side), demonstrated poor performance. The Kangoo does not have a counter-measure for occupant to occupant impacts in a side impact. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection.

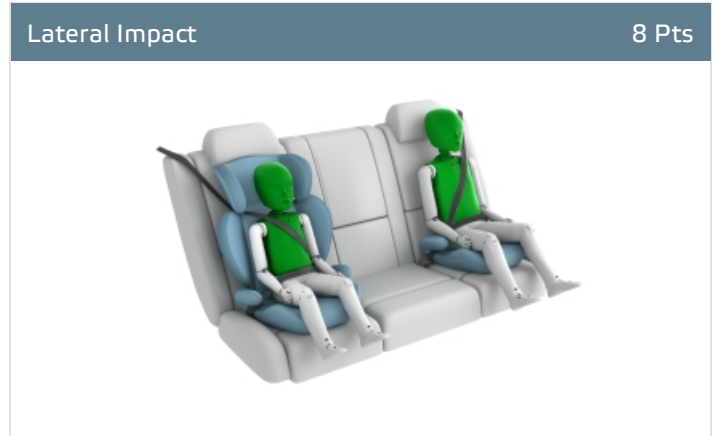
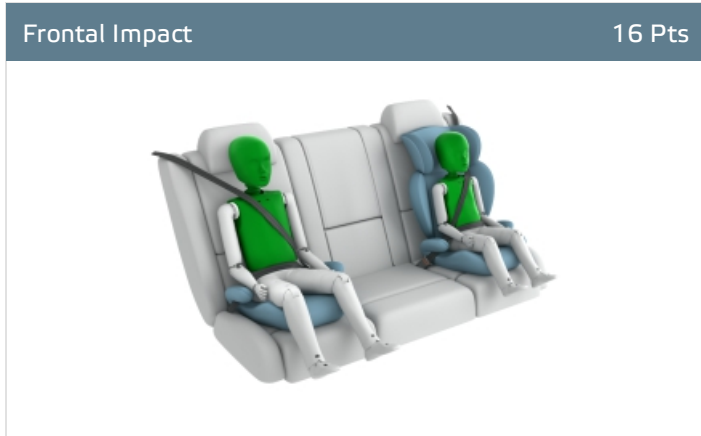
CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix² R*
 Restraint for 10 year old child: *Britax Römer Kidfix² R*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	○	●	✘
i-Size	○	●	✘
Integrated CRS	✘	✘	✘

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

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)




■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & Easyfix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & Easyfix (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●

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

— Not available

Comments

In both the frontal offset test and the side barrier impact, protection was rated as good for all critical body areas of both the 6 and 10 year dummies, and the Kangoo scored maximum points in this part of the assessment. 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. Optional i-Size anchorages are available for the front passenger seat. All of the child restraints for which the Kangoo is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 36.6 Pts / 67%



Pedestrian

24.6 / 36 Pts



Head Impact	16.0 Pts
Pelvis Impact	3.5 Pts
Leg Impact	5.1 Pts

Vulnerable Road Users


12.1 / 18 Pts

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

 VULNERABLE ROAD USERS

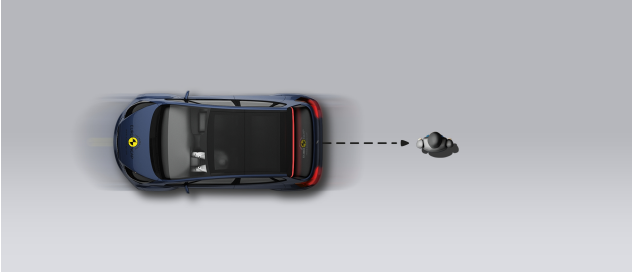
Total 36.6 Pts / 67%

AEB Pedestrian

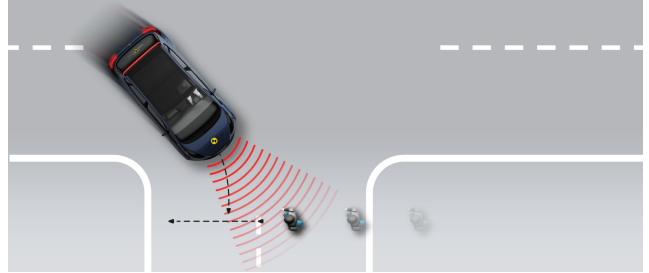
 4.6 / 9 Pts

■ Day time

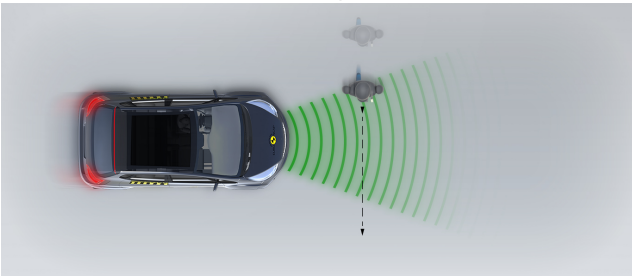
Vehicle reversing into standing pedestrian



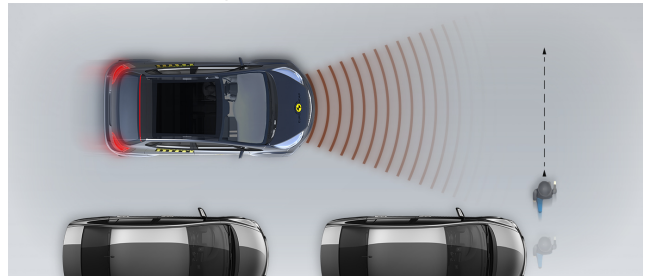
Pedestrian crossing a road into which a car is turning



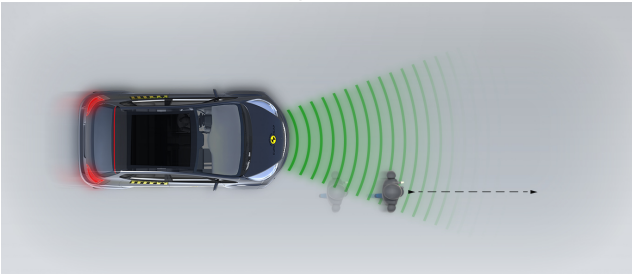
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

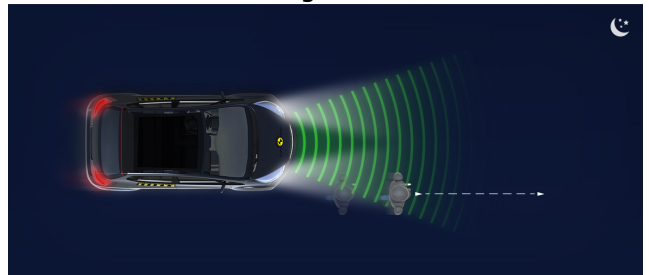


■ Night time

Adult crossing the road




Adult along the roadside

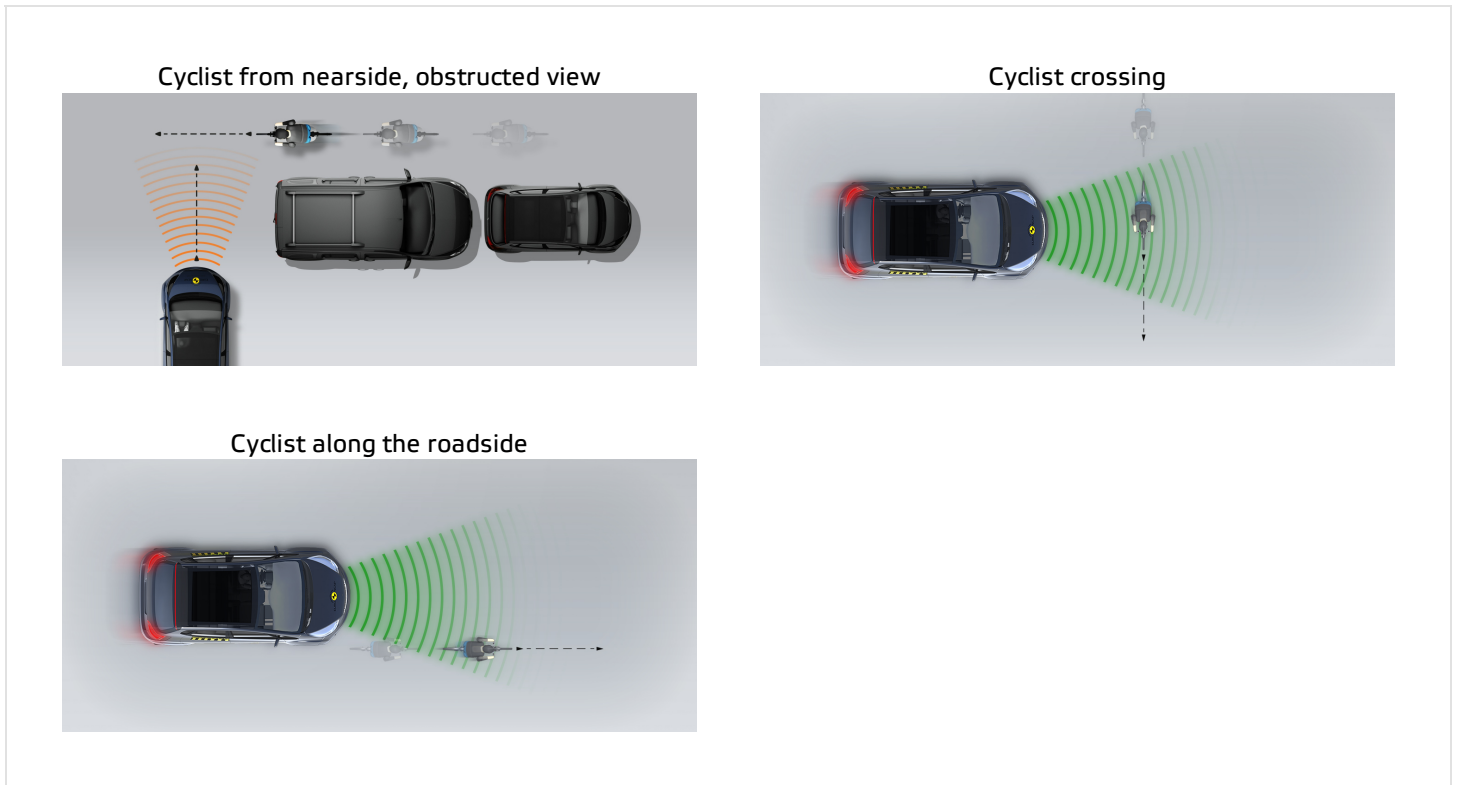


 VULNERABLE ROAD USERS

Total 36.6 Pts / 67%

AEB Cyclist

 7.5 / 9 Pts



Comments

The protection offers to the head of struck pedestrian was mostly good or adequate on the bonnet surface but was weak or poor along the base of the windscreen and on the stiff windscreen pillars. The bumper offered predominantly adequate protection to pedestrians' legs but protection of the pelvis area was mixed. The autonomous emergency braking (AEB) system of the Kangoo detects vulnerable road users, as well as other vehicles. In tests of its response to pedestrians, the system performed adequately. In tests with a cyclist target, the system performed well, with collisions avoided or mitigated in most scenarios.

SAFETY ASSIST

Total 11.6 Pts / 72%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Speed Assistance System
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)

Occupant Status Monitoring

■ 1.0 / 3 Pts

> **Seatbelt Reminder**

■ 1.0 / 2 Pts

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

● Pass
 ● Fail
 — Not available

> **Driver Monitoring**

■ 0.0 / 1 Pts

SAFETY ASSIST

Total 11.6 Pts / 72%

Lane Support

2.8 / 4 Pts

System Name	Lane Keep Assist	
Type	LKA and ELK	
Operational From	70 km/h	
PERFORMANCE		
Emergency Lane Keeping	ADEQUATE	
Lane Keep Assist	GOOD	
Human Machine Interface	GOOD	

AEB Car-to-Car

5.4 / 6 Pts

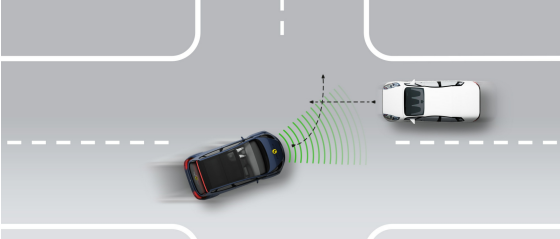
System Name	Active Emergency Braking System	
Type	Autonomous emergency braking and forward collision warning	
Operational From	8 km/h	
Sensor Used	camera and radar	

 SAFETY ASSIST

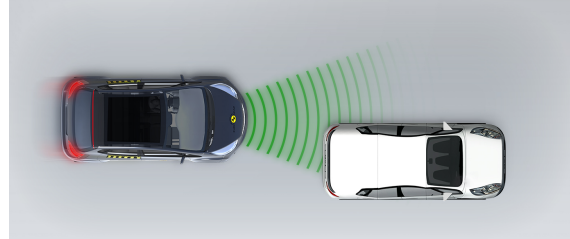
Total 11.6 Pts / 72%

■ Autobrake function only

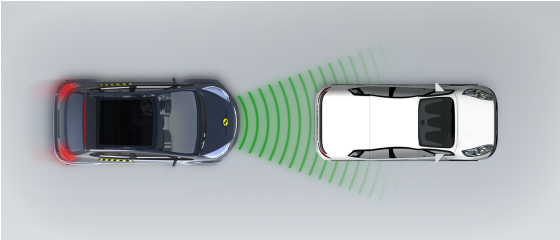
Test car turns across the path of an approaching car



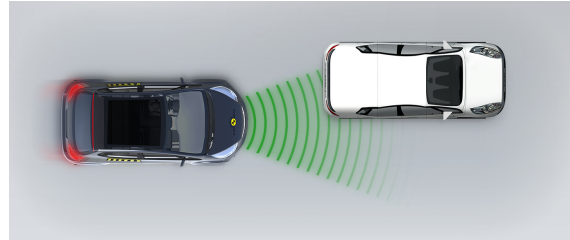
Approaching a stationary car



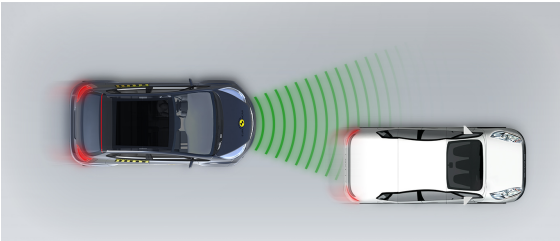
Approaching a stationary car



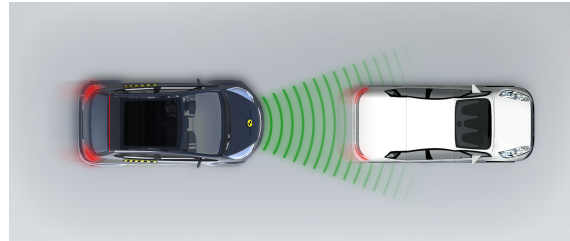
Approaching a stationary car



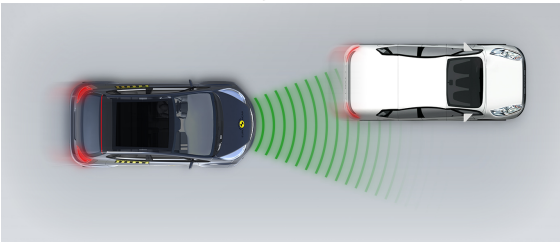
Approaching a slower moving car



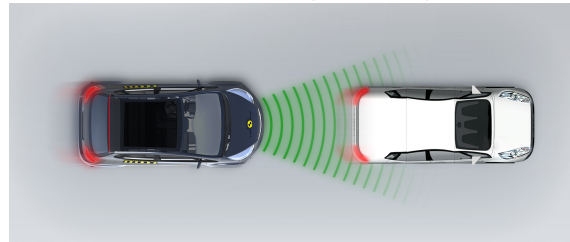
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

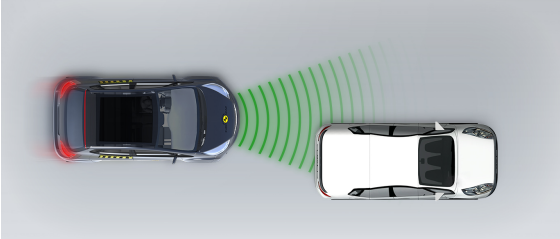


 SAFETY ASSIST

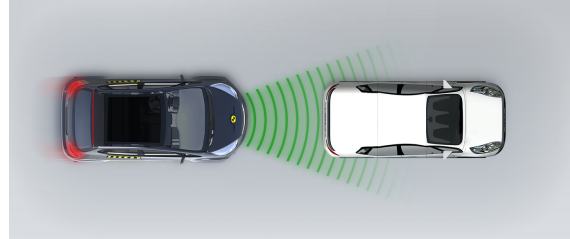
Total 11.6 Pts / 72%

■ Driver reacts to warning

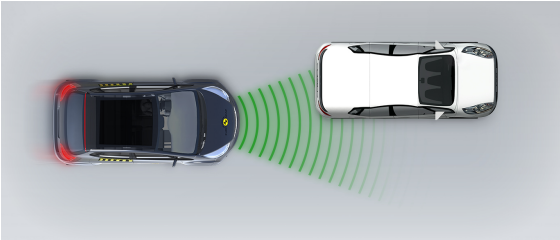
Approaching a stationary car



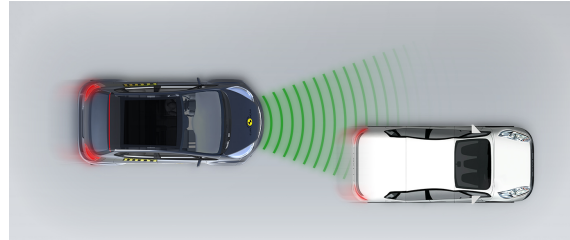
Approaching a stationary car



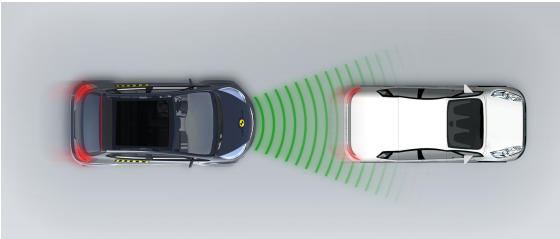
Approaching a stationary car



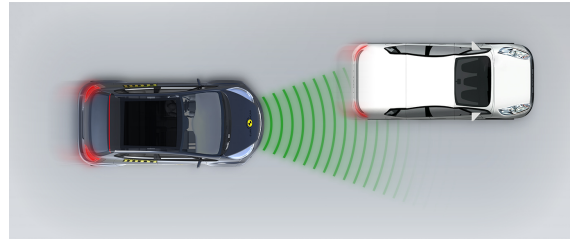
Approaching a slower moving car



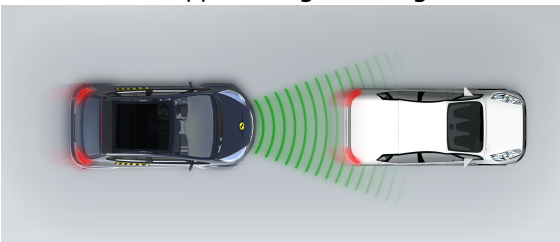
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 11.6 Pts / 72%

Comments

The Kangoo has a seatbelt reminder system for the front and rear seats, but is not equipped with a system to monitor driver fatigue or impairment. Local speed limits are detected and the information provided to the driver who can then set the speed limiter appropriately. A lane support system gently corrects the vehicle's path when it is drifting out of lane and also intervenes in some more critical situations to prevent the car leaving the road, for example. The autonomous emergency braking (AEB) system performed well in tests of its response to other vehicles.

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
July 2021	Rating Published	2021 ★★☆☆☆ 