Dacia Spring

Standard Safety Equipment

2021

Adult Occupant 49%

Child Occupant 56%

Vulnerable Road Users 39%

Safety Assist 32%

SPECIFICATION

Tested Model	Dacia Spring, electric, LHD
Body Type	- 5 door hatchback
Year Of Publication	2021
Kerb Weight	970kg
VIN From Which Rating Applies	- all Springs
Class	Supermini

Version 251121

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 Pedestrian - Reverse	✖
AEB Car-to-Car	●
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 18.9 Pts / 49%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Frontal Impact — 6.1 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact — 10.6 / 16 Pts

Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact — 2.8 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 18.9 Pts / 49%

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 Spring remained stable in the frontal offset test. Readings of several parameters in the dummies' legs were high, indicating poor protection, and structures in the dashboard presented a risk of injury to occupants of different sizes and to those sitting in different positions. Protection of the driver dummy's chest was also rated as poor, based on readings of chest compression during the test. The pelvis of the driver was also poorly protected with dummy readings exceeding recommended values. Analysis of the deceleration of the impact trolley during the test, and of the deformation of the barrier afterwards, revealed that the Spring would be a benign crash partner to other vehicles. In the full width rigid barrier test, the head of the rear passenger was penalised for the extent to which it moved forward, and protection was rated as poor. Chest protection of both occupants was rated as marginal, based on measurements of compression. In both the side barrier test and the more severe side pole impact, rib compression indicated marginal levels of chest protection, but that of other critical body areas was good. The Spring is not equipped with a centre airbag to protect against occupant to occupant injuries in side impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injures in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The Spring has an advanced eCall system which partially fulfilled Euro NCAP's requirements, and the car has no multi-collision braking system to prevent secondary impacts. The score was penalised for the high forces needed to open the door post-impact.

CHILD OCCUPANT

Total 27.5 Pts / 56%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

17.5 / 24 Pts

Frontal Impact	9.5 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Römer Kidfix SL*
Restraint for 10 year old child: *Römer Kidfix SL*

Safety Features

4.0 / 13 Pts

	Front Passenger	2nd row outboard
Isofix	✖	●
i-Size	✖	✖
Integrated CRS	✖	✖

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

CRS Installation Check

6.0 / 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 27.5 Pts / 56%

- **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 27.5 Pts / 56%

	Seat Position		
	Front	2nd row	
	PASSENGER	LEFT	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 the frontal offset test, protection of the head and neck of the 6 year child were rated as weak, based on measured decelerations and tensile forces respectively. The neck of the 10 year dummy was marginally protected. In the side barrier impact, all critical body regions were well protected. The front passenger airbag can be switched off to allow a rearward facing child restraint to be used in that seating position. The labels indicating ISOFIX anchorages were not visible to someone installing a child restraint, and the Spring lost points in this part of the assessment. Also, as a consequence of the poor marking, installation checks of ISOFIX child restraints were deemed a fail. The Spring is not equipped with i-Size anchorages so i-Size child restraints cannot be used in the vehicle.

Version 251121

VULNERABLE ROAD USERS

Total 21.3 Pts / 39%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian

21.3 / 36 Pts

Head Impact	12.2 Pts
Pelvis Impact	3.3 Pts
Leg Impact	5.8 Pts

Vulnerable Road Users

0.0 / 18 Pts

VULNERABLE ROAD USERS

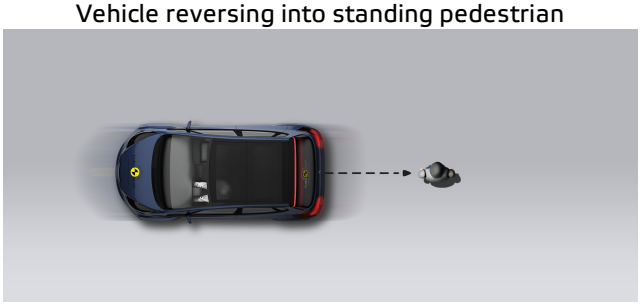
Total 21.3 Pts / 39%

AEB Pedestrian

0.0 / 9 Pts

- **Day time**

Vehicle reversing into standing pedestrian



VULNERABLE ROAD USERS

Total 21.3 Pts / 39%

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with poor results recorded on the stiff windscreen pillars. The bumper provided good or adequate protection to pedestrian's legs at all test positions. However, protection of the pelvis was mixed, some locations offering good protection and others poor. The autonomous emergency braking (AEB) system reacts only to other vehicles and does not detect vulnerable road users such as pedestrians and cyclists

SAFETY ASSIST

Total 5.2 Pts / 32%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Speed Assistance

1.3 / 3 Pts

System Name	Speed Limiter
Speed Limitation Function	Manually set (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		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass ● Fail — Not available

Driver Monitoring

0.0 / 1 Pts

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SAFETY ASSIST

Total 5.2 Pts / 32%

Lane Support

0 Pts

AEB Car-to-Car

2.9 / 6 Pts

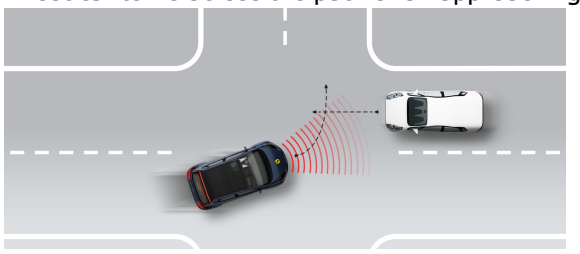
System Name	Active Emergency Braking
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	radar

SAFETY ASSIST

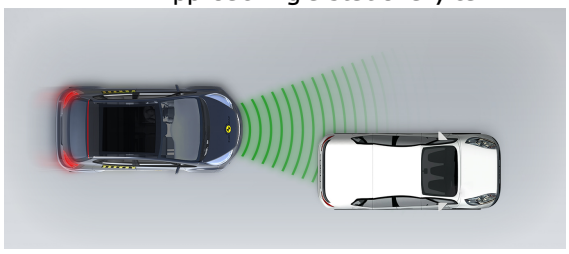
Total 5.2 Pts / 32%

- **Autobrake function only**

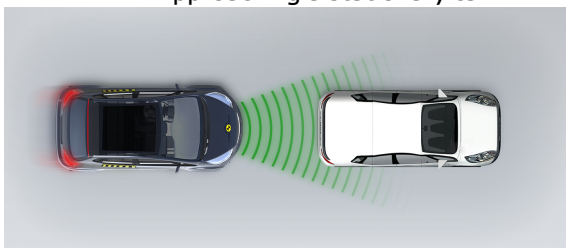
Test car turns across the path of an approaching car



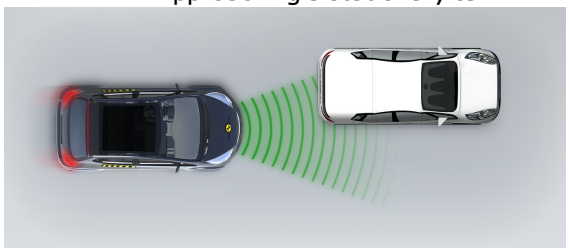
Approaching a stationary car



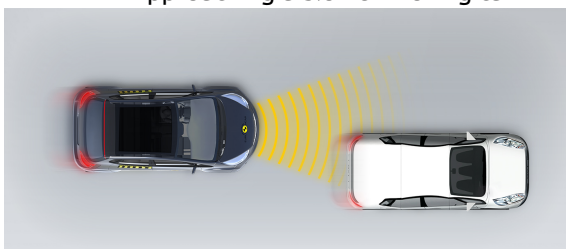
Approaching a stationary car



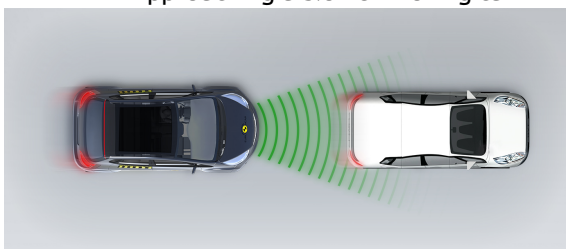
Approaching a stationary car



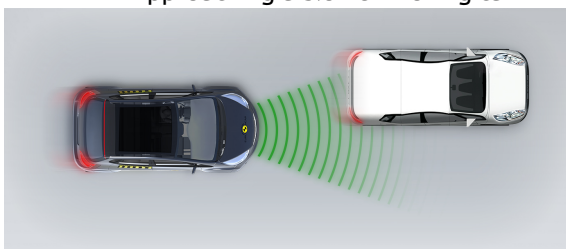
Approaching a slower moving car



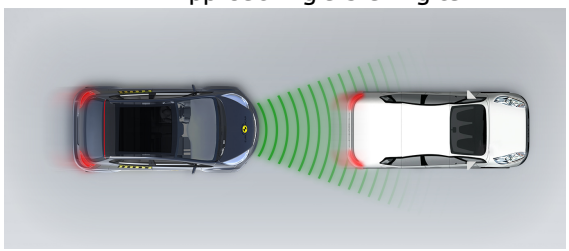
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

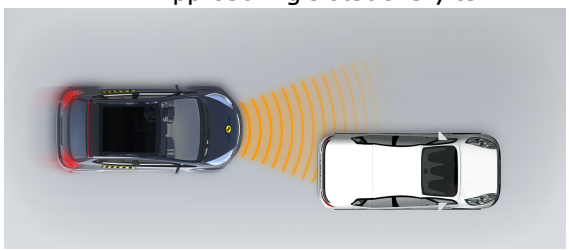


SAFETY ASSIST

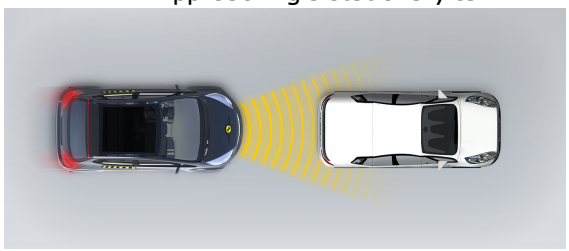
Total 5.2 Pts / 32%

- **Driver reacts to warning**

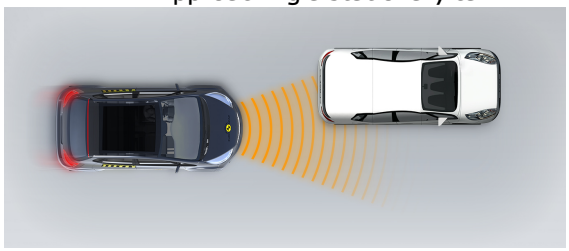
Approaching a stationary car



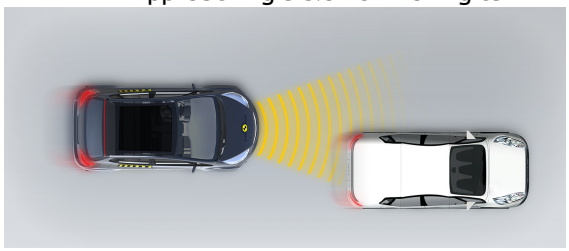
Approaching a stationary car



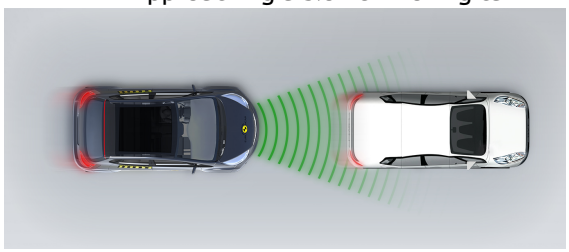
Approaching a stationary car



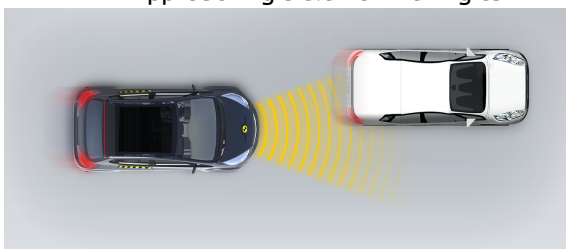
Approaching a slower moving car



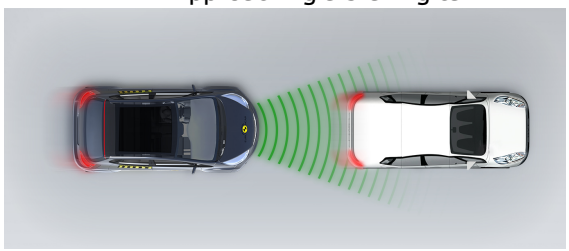
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



SAFETY ASSIST

Total 5.2 Pts / 32%

Comments

A seatbelt reminder system is standard for all seats but the vehicle lacks a fatigue-detection system. Lane assistance is not available on the Spring. A driver-set speed limiter is standard. The autonomous emergency braking (AEB) system showed marginal performance in tests of its reaction to other vehicles.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	33 kW electric	Dacia Spring E2 Comfort Plus*	4 x 2	✓	-

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2021	Rating Published	2021 ★ ☆ ☆ ☆ ☆	✓