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## SAFETY INNOVATIONS AIMED AT REAL-LIFE SITUATIONS

With a record of 11 five-star EuroNCAP crash test ratings to its name, Renault benefits from a unique pool of expertise when it comes to safety, and the brand continues to claim a real edge over the majority of its rivals.

With a strategy focusing on four main areas, namely accident prevention, corrective action, occupant protection and road safety awareness, Renault is constantly innovating to provide its customers with a range of solutions that respond to the realities of everyday motoring.

- Since side impacts account for one-third of fatal accidents, Renault has decided to equip its vehicles with twin side-impact sensors and thorax/groin airbags.
- Given that one-fifth of deaths on the road result from head-on collisions: Renault vehicles are engineered to ensure that occupants benefit from the best protection possible from this sort of impact, whatever the size of vehicles involved.

Renault's approach to safety is based on detailed analysis of real-life accidents with a view to delivering products that are adapted to the realities of motoring. The priority is accordingly given to the most effective technologies when it comes to preventing accident risks, taking corrective action in unexpected situations and protecting occupants should a collision occur.

When it comes to occupant protection, Renault has emerged over the years as the benchmark manufacturer, a status mirrored by the high scores its models have secured in crash tests organised by the independent body EuroNCAP.

New Mégane	Five stars (2008), the safest vehicle of any category* (*adult rating)
Koleos	Five stars (2008)
New Laguna	Five stars (2007)
Clio III	Five stars (2005)
Mégane II Coupé Cabriolet	Five stars (2004), the first five-star vehicle of its category
Modus	Five stars (2004), the first five-star vehicle of its category
Scénic II	Five stars (2003), the compact MPV segment's first five-star vehicle
Espace IV	Five stars (2003)
Mégane II	Five stars (2002), the C segment's first five-star vehicle

Vel Satis	Five stars (2002 and 2005)
Laguna II	Five stars (2001 and 2003), the first model ever to achieve this level of safety

**Renault is the only carmaker to have scored the maximum five-star rating 11 times**

Renault's approach to safety extends well beyond merely complying with legal requirements and satisfying customer demand. Since 2002, for example, the Renault range has benefited from the introduction of the third-generation Renault System for Restraint and Protection (SRP3). This system guarantees the most effective protection possible against 'submarining', a term used to describe the phenomenon whereby the groin has tendency to slide beneath the seatbelt's lap strap in an accident. Submarining is responsible for sometimes serious and occasionally fatal abdominal lesions. Similarly, given that side impacts are a major cause of fatal road accidents (one-third), especially in built-up areas, Renault has recently extended its occupant protection systems to include **twin side-impact sensors** positioned at the bottom of the B-posts (centre door pillars). In side-on collisions, these sensors halve the time required to trigger the new dual-chamber thorax/groin airbags from approximately 10ms to 5ms. At the same time, the pressure exerted by these innovative airbags is up to three times higher in the groin region – which is more exposed and more resilient – compared with that applied to the thorax. Initially introduced on upper-range versions of New Laguna, twin side-impact sensors are today a feature of the entire Mégane line-up.

Renault engineers carry out some 400 crash tests every year at the specialist test centre in Lardy, near Paris, France, which was opened in 1951. This work regularly involves collisions between two models of differing masses and sizes which are aimed at designing vehicles whose capacity to absorb impact energy ensures that occupants of both vehicles are afforded the best possible protection in a crash. Last December, a test of this type was carried out using New Laguna and New Mégane (mass difference between the two models: 300kg) which were projected at a speed of 60kph. In addition to their outstanding individual safety performance, both models performed perfectly. The 100 or so sensors located on the adult and child dummies revealed that occupants would have sustained only light injuries at the worst.

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