

RENAULT ARKANA

SEPTEMBER 2021 - DECEMBER 2025
ALL VARIANTS



TESTED
2019



96%

ADULT OCCUPANT
PROTECTION



85%

CHILD OCCUPANT
PROTECTION



75%

VULNERABLE ROAD USER
PROTECTION



72%

SAFETY
ASSIST



RENAULT ARKANA

OVERVIEW

The Renault Arkana was introduced in Australia from September 2021 and New Zealand from March 2022. The ANCAP safety rating for the Renault Arkana is based on testing of the Renault Captur. ANCAP was provided with technical information to show that the test results of the Renault Captur are also applicable to the Renault Arkana. This ANCAP safety rating applies to all Arkana variants built from July 2021.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban and Vulnerable Road User), and lane keep assist (LKA) with lane departure warning (LDW), are standard on all variants.

ANCAP SAFETY RATING

★★★★★

RATING YEAR (DATESTAMP)

2019

VEHICLE TYPE

SMALL SUV

AIRBAGS

Dual frontal, side chest,
side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Renault Arkana Zen	5 door SUV	1.3 litre petrol	FWD	✓	✓
Renault Arkana Intens	5 door SUV	1.3 litre petrol	FWD	✓	✓
Renault Arkana RS Line	5 door SUV	1.3 litre petrol	FWD	✓	✓

✓ COVERED BY THIS RATING

✗ NOT COVERED BY THIS RATING

◆ TESTED VARIANT

- NOT APPLICABLE

ADULT OCCUPANT PROTECTION



96%

36.81 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated ADEQUATE protection for the driver's lower legs, while protection was GOOD for all other critical body regions for both the driver and front passenger.

In the full width frontal test, protection was ADEQUATE for the chest of the driver and rear passenger, and GOOD for all other critical body regions.

In the side impact test, protection offered to all critical body regions of the driver was GOOD.

In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The autonomous emergency braking system (AEB) showed GOOD performance at low speeds typical of city driving, with collisions avoided in most test scenarios.

FRONTAL OFFSET [#]	7.96 (out of 8)
FULL WIDTH FRONTAL [#]	7.69 (out of 8)
SIDE IMPACT [#]	8.00 (out of 8)
OBLIQUE POLE [#]	7.53 (out of 8)
WHIPLASH PROTECTION	1.65 (out of 2)
AEB - City	4.00 (out of 4)

[#] Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)



Driver

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.91 pts
Deductions:	Nil



Front Passenger

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	4.00 pts
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.17 pts
Upper legs:	4.00 pts
Deductions:	Nil



Rear Passenger

Head:	4.00 pts
Neck:	4.00 pts
Chest:	3.57 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)



Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)



Driver

Head:	4.00 points
Chest:	3.06 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST



Rear Passenger

Rear:	0.50 points
Front:	1.15 points



Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE					
	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



85%

42.00 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of both the 10 year and 6 year dummies was ADEQUATE, while the protection offered to all other critical body regions was GOOD.

In the side impact test, protection of all critical body areas was GOOD for both child dummies, and maximum points were scored.

The Renault Arkana is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed all child restraints could be accommodated in all rear seating positions.

DYNAMIC TEST (FRONT)	15.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	12.00 (out of 12)
ON-BOARD SAFETY FEATURES	7.00 (out of 13)

FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



85%

42.00 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW			3rd ROW		
			LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	●	●	–	–
	TYPE E	Booster - 4 to 8 years	×	●	●	●	–	–
ISOFIX	TYPE A	Rearward facing capsule	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Rearward facing with harness - convertible (Model B)	×	●	–	●	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	–	●	–	–
		Forward facing with harness - convertible (Model B)	×	●	–	●	–	–
	TYPE F	Booster - 4 to 10 years	×	●	●	●	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY × INSTALLATION NOT ALLOWED – NOT APPLICABLE / NOT ASSESSED

VULNERABLE ROAD USER PROTECTION



75%

36.10 POINTS
OUT OF 48

The bonnet provided GOOD to MARGINAL protection to the head of a struck pedestrian over all of its surface, with POOR results recorded only on the stiff windscreen pillars.

The protection offered to the pelvis was mostly WEAK or POOR, while the bumper provided GOOD protection to pedestrians' legs at all test locations.

Testing of the autonomous emergency braking (AEB) system showed GOOD performance in pedestrian test scenarios, and GOOD performance was also seen in cyclist test scenarios. Overall, the system's effectiveness for vulnerable road user protection was rated as GOOD.











HEAD IMPACTS	16.69 (out of 24)
UPPER LEG IMPACTS	2.10 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	5.64 (out of 6)
AEB - Cyclist	5.67 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME:	Automatic Emergency Braking System
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10-80 km/h
DESCRIPTION:	System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian										AEB - Cyclist				
											FORWARD COLLISION WARNING				
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	Cyclist travelling along road (25%)
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
															
PERFORMANCE		—						—							
	GOOD										GOOD				



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST



72%

9.37 POINTS
OUT OF 13

The Renault Arkana is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW).

Tests of the AEB system showed GOOD performance with collisions avoided or mitigated in most scenarios. Overall, effectiveness of the AEB system performance in highway speed scenarios was rated as ADEQUATE.

Tests of the LSS functionality showed GOOD performance in lane keep assist (LKA) tests, however the system does not intervene in more critical emergency lane keeping (ELK) scenarios and overall performance was classified as ADEQUATE.

A standard-fit speed assistance system (SAS) is provided which identifies the local speed limit and allows the driver to set the speed accordingly. A seatbelt reminder system with occupancy detection is fitted to all seating positions.

SPEED ASSISTANCE SYSTEMS

1.95 (out of 3)

SEAT BELT REMINDERS

3.00 (out of 3)

LANE SUPPORT SYSTEMS

2.25 (out of 4)

AEB - Interurban

2.17 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist
OPERATIONAL FROM: 70-180 km/h

EMERGENCY LANE KEEPING (ELK)								
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
PERFORMANCE	-	-	-	-	-	-	-	-
[NOT AVAILABLE]								

LANE KEEP ASSIST (LKA)									
TEST SCENARIO	Dashed Line				Solid Line				Road Edge
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	POOR
GOOD									

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST



72%

9.37 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Active Emergency Braking System
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 7-170 km/h
DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)										
FUNCTION	Supplementary warning					[NOT FITTED]				
	Restraint activation / dynamic retractors					[NOT FITTED]				
FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
PERFORMANCE	GOOD									
AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY						
PERFORMANCE	GOOD									

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & Map
Speed Limitation Function	System advised

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	●
Visual Warning	●	●	●
Audible Warning	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	–
Seat belt pre-tensioners (front)	●	–
Seat belt pre-tensioners (rear outboard) - 2nd row	●	–
Seat belt pre-tensioners (rear centre) - 2nd row	✗	–
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	–
Intelligent seat belt reminder (front passenger)	●	–
Intelligent seat belt reminder (2nd row seats)	●	–
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	–
Airbag - frontal (passenger)	●	–
Airbags - side, chest protection (front seats)	●	–
Airbags - side, chest protection (2nd row seats)	✗	–
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	–
Airbags - side, head protection (2nd row seats)	●	–
Airbags - side, head protection (3rd row seats)	–	–
Airbag - knee (driver)	✗	–
Airbag - knee (front passenger)	✗	–
Airbag disabling switch - automatic (front passenger)	✗	–
Airbag disabling switch - manual (front passenger)	✗	–
Head restraints for all seats	●	–
Active bonnet	✗	–
Adaptive cruise control (ACC)	●	–
Adaptive headlights	✗	–
Anti-lock braking system (ABS)	●	–
Autonomous emergency braking (AEB) - City	●	–
Autonomous emergency braking (AEB) - Interurban	●	–
Autonomous emergency braking (AEB) - VRU	●	–
Automatic emergency call (eCall)	✗	–
Automatic headlights	●	–
Automatic high beam	●	–

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	–
Child presence alert	✗	–
Daytime running lights (DRL)	●	–
Electronic brakeforce distribution (EBD)	●	–
Electronic data recorder (EDR)	✗	–
Electronic stability control (ESC)	●	–
Emergency brake assist (EBA)	●	–
Emergency stop signal (ESS)	●	–
Fatigue reminder	✗	–
Fatigue detection	✗	–
Forward collision warning (FCW)	●	–
Hill launch assist	●	–
Integrated child seat / restraint	✗	–
ISOFix	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)	●	–
Pre-crash systems	✗	–
Rear cross-traffic alert (RCTA)	●	–
Reversing collision avoidance (camera)	●	–
Reversing collision avoidance (auto brake)	✗	–
Roll stability system	●	–
Secondary / multi-collision brake	✗	–
Speed assistance - auto / intelligent speed limiter	●	–
Speed assistance - manual speed limiter	●	–
Speed assistance - speed sign recognition & warning	●	–
Smart (intelligent) key	✗	–
Trailer stability control	✗	–
Tyre pressure monitoring system (TPMS)	●	–
Vehicle-to-infrastructure communication (V2I)	✗	–
Vehicle-to-vehicle communication (V2V)	✗	–

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✗ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Renault Captur LHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	1.0 litre petrol
RATING PUBLISHED	August 2021
RATING UPDATED	March 2022