

# Crash Tests

## New Car Safety

### Renault Laguna

07/2001 on 06/2003 - Frontal+Side+Head

#### Overall Evaluation



#### Overall Score

Variante: Series II 5 Dr Hatch

33.1 out of 34

Engine: 1.8 litre 4 cyl  
Category: Medium Car

Vehicles tested after 1 January 2008 will require Electronic Stability Control in order to achieve a 5 star rating. This vehicle was tested prior to this date and may or may not meet this new requirement.

The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

#### Model History and Safety Features

The driver and front passenger are protected by front airbags, side airbags and head-protecting side airbag curtains. These are standard equipment in New Zealand.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pretensioners are fitted to front seat belts to reduce slack in the event of a severe crash. The centre rear seat has a 3-point seat belt.

#### Overall Evaluation: 5

The Renault Laguna II was the first car to earn five stars under the EuroNCAP system. It performed exceptionally well in the offset crash test (score 15.1 out of 16). The passenger compartment held its shape well. Protection from serious injury was good for the head and legs. There was a slight risk of chest injury for both driver and passenger.

The vehicle earned a full 16 points in the side impact crash test and a full 2 points in the optional pole test.

#### Frontal Offset Crash Test

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 30mm. The width of the driver's doorway shortened by 20mm. All doors remained closed during the crash. After the crash moderate manual effort was required to open the driver's door and the other doors opened with normal effort.

The airbags cushioned both the driver and passenger. Movement was well controlled and there was no knee contact with the dash.

#### Side Impact Crash Test

The passenger compartment held its shape well in the side impact test. Dummy movement was well controlled. The curtain-style upper side airbags protected the head of the driver. This gave the manufacturer the option of funding a separate pole impact crash test. This test earned the vehicle a further two points.

#### Pedestrian rating (v1111)



11.85 points out of 36 (32.9%)

Child head impacts 6.66 points; adult head impacts 4.86 points; upper leg impacts 0.33 points; lower leg impacts zero points.

Offset crash test at 64km/hr



#### Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v1111)		Side Impact Crash Test at 50km/h (v1111) Driver
	Driver	Passn	
Head			
- HIC	315.4	261.3	51.8
- Acceleration (g for 3ms)	41.1	39	27.1
Neck			
- Shear (kN)	0.16	0.41	
- Tension (kN)	1.11	0.88	
- Extension (Nm)	8.65	10.41	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	24.55	28.29	13.12
- Viscous Criterion (m/s)	0.09	0.08	0.06
Abdomen			
- Force (kN)			0.64
Pelvis			
- Force (kN)			2.39
Upper Legs Force (kN)			
- Left	0.11	0.03	
- Right	0.32	0.74	
Knee Displacement (kN)			
- Left	0.15	0.02	
- Right	0.16	0	
Lower Legs Force (kN)			
- Left	1.19	1.58	
- Right	1.76	1.36	
Index (Upper   Lower)			
- Left	0.22   0.19	0.27   0.22	
- Right	0.37   0.13	0.25   0.16	

#### Bonus points (maximum 5)

Pole Test:

Seat Belt Reminders:

#### Modifiers for offset test scores

Head

No deduction

Chest

No deduction

Upper leg

Lower leg

Foot score

Structure

#### Modifiers for side impact test scores

Head

Chest

Upper leg

Lower leg

Foot score

Structure



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