RENAULT DUSTER

APPLIES TO	BUILT FROM	RATING CRITERIA
2WD variants	April 2025	2023-2025
VEHICLE TYPE	**ON SALE FROM**	**RATING EXPIRES**
Small SUV	August 2025	December 2031
ENGINE / MOTOR TYPES	**MODEL SERIES**	**AIRBAGS**
Petrol + Hybrid	n/a	Dual frontal, side chest, side head

ANCAP SAFETY

TESTED 2024 ★★★☆☆

The Renault Duster was introduced in Australia in August 2025. This ANCAP safety rating applies to 2WD variants. 4WD variants are unrated.

The ANCAP safety rating for the Renault Duster is based on testing of the Dacia Duster, sold in Europe. ANCAP has confirmed the Renault Duster holds the same safety specification to the Dacia Duster.

Dual frontal, side chest-protecting and side head-protecting airbags are standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW), and emergency lane keeping (ELK), and a speed assist system (SAS) with a speed sign recognition system are standard.

ASSESSMENT SCORES

Adult Occupant Protection
70%
28.15 out of 40

Child Occupant Protection
86%
42.42 out of 49

Vulnerable Road User Protection
60%
38.20 out of 63

Safety Assist
58%
10.46 out of 18

RATING APPLICABILITY*

VARIANT	BODY TYPE	ENGINE / POWERTRAIN	DRIVETRAIN	AUS	NZ
Renault Duster Techno	5 door SUV	1.3L Petrol EDC	2WD	✓	–
Renault Duster Evolution	5 door SUV	1.3L Petrol EDC	2WD	✓	–
Renault Duster Techno	5 door SUV	1.2L Petrol MHEV	4WD	✗	–
Renault Duster Evolution	5 door SUV	1.2L Petrol MHEV	4WD	✗	–

* Correct at time of publication. Subject to change. Check with manufacturer.

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT – NOT APPLICABLE

Adult Occupant Protection

70%

28.15 out of 40

FRONTAL OFFSET (MPDB)# **4.55 points** out of 8	OBLIQUE POLE# **6.00 points** out of 6	RESCUE & EXTRICATION **1.17 points** out of 4
FULL WIDTH FRONTAL# **6.83 points** out of 8	WHIPLASH PROTECTION **3.59 points** out of 4	
SIDE IMPACT# **6.00 points** out of 6	FAR SIDE IMPACT **0.00 points** out of 4	

Scaled scores. Total test scored out of 16.00 points.

The passenger compartment of the Renault Duster remained stable in the **frontal offset (MPDB)** test. Dummy readings indicated that protection of the driver's chest was WEAK and lower legs was MARGINAL. Protection of the front passenger dummy was ADEQUATE for the chest and lower legs. Protection for other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Renault Duster presented a lower risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 1.63 point penalty (out of 8.00 points) was applied.

In the **full width frontal** test, protection of the driver chest was MARGINAL, and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE while protection of the chest was rated MARGINAL. Protection was GOOD for other critical body regions for both the driver and rear passenger.

In the **side impact** and **oblique pole** tests, protection offered to all critical body regions was GOOD. However, the driver's seatbelt required excessive force to release after the oblique pole test, incurring a 1.00 point penalty.

A centre airbag or other countermeasure to prevent contact between the heads of front seat occupants in side impacts is not available on the Renault Duster. Tests to measure potential injury risk in far side impacts were therefore not conducted. Prevention of excursion (movement towards the other side of the vehicle) in the far side impact tests was not assessed and no points were awarded.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted. It was demonstrated that, if the car entered water, the doors of the Renault Duster would remain functional for the minimum required time period, though window opening functionality was not demonstrated.

FRONTAL OFFSET (MPDB) TEST - 50km/h

	DRIVER	FRONT PASSENGER
Head / Neck	4.00 pts	4.00 pts
Chest	0.60 pts	3.74 pts
Upper Legs	4.00 pts	4.00 pts
Lower Legs	2.13 pts	3.30 pts
Deductions	Nil	Nil

COMPATIBILITY	
Deductions	-1.63 pts

FULL WIDTH FRONTAL TEST - 50km/h

	DRIVER	REAR PASSENGER
Head	4.00 pts	4.00 pts
Neck	4.00 pts	3.92 pts
Chest	1.80 pts	1.61 pts
Upper Legs	4.00 pts	4.00 pts
Deductions	Nil	Nil

SIDE IMPACT TEST - 60km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

OBLIQUE POLE TEST - 32km/h

	DRIVER
Head	4.00 pts
Chest	4.00 pts
Abdomen	4.00 pts
Pelvis	4.00 pts
Deductions	Nil

Adult Occupant Protection

70%

28.15 out of 40

FAR SIDE IMPACT TESTS - 60km/h and 32km/h

SIDE IMPACT (60km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	Not assessed

OBLIQUE POLE (32km/h)	DRIVER
Head	0.00 pts
Neck	0.00 pts
Chest & Abdomen	0.00 pts
Pelvis	Not assessed

OCCUPANT-TO-OCCUPANT	
Head Contact	Not assessed

WHIPLASH PROTECTION TESTS

	DRIVER / FRONT PASSENGER	REAR PASSENGER
Rear Impact	2.84 pts	0.75 pts

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	✕	-1.00 pt penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	0.67 pt default
Vehicle Submergence		
- Door opening	●	0.50 pt
- Window opening	✕	Not available

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION ✕ NOT AVAILABLE - N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

Child Occupant Protection

86%

42.42 out of **49**

DYNAMIC TEST (FRONT)
15.61 points out of 16

RESTRAINT INSTALLATION
11.81 points out of 12

DYNAMIC TEST (SIDE)
8.00 points out of 8

ON-BOARD SAFETY FEATURES
7.00 points out of 13

In the **frontal offset** test, dummy readings indicated GOOD protection for all critical body areas of both child dummies, apart from the neck of the 10 year dummy for which protection was ADEQUATE.

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

The Renault Duster 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 most child restraints could be accommodated in the rear seating positions, however one of the booster seats could not be correctly installed in the centre rear position.

A child presence detection (CPD) system is not available.

FRONTAL OFFSET (MPDB) TEST - 50km/h

6 YEAR OLD 10 YEAR OLD

SIDE IMPACT TEST - 60km/h

10 YEAR OLD 6 YEAR OLD

ON-BOARD SAFETY FEATURES	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFIX Anchorages	✕	●	✕	–	–
Top Tether Anchorage	✕	●	●	–	–
Airbag Disabling	✕	–	–	–	–
Child Presence Detection 0.00 pts (out of 4.00pts)	✕	✕	✕	–	–

● FITTED AS STANDARD ✕ NOT AVAILABLE – N/A

	CHILD RESTRAINT TYPE^*	FRONT ROW PASSENGER	2nd ROW L	2nd ROW C	2nd ROW R	3rd ROW L	3rd ROW C	3rd ROW R
BELTED	**Rearward-facing capsule**	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	**Rearward-facing capsule**	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Rearward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
	Forward-facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – N/A

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

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.
* 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 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.

Vulnerable Road User Protection

60%

38.20 out of 63

HEAD PROTECTION (Adult, Child, Cyclist) **10.78 points** out of 18	KNEE & TIBIA PROTECTION **6.63 points** out of 9	AEB CYCLIST **6.23 points** out of 9
PELVIS PROTECTION **0.03 points** out of 4.5	AEB PEDESTRIAN (Forward) **5.02 points** out of 7	AEB MOTORCYCLE **5.01 points** out of 6
FEMUR PROTECTION **4.50 points** out of 4.5	AEB PEDESTRIAN (Backover) **0.00 points** out of 2	LSS MOTORCYCLE **0.00 points** out of 3

In **pedestrian impact** tests, the bonnet and windscreen of the Renault Duster provided GOOD, ADEQUATE, or MARGINAL protection to the head of a struck pedestrian over most of its surface, with WEAK and POOR results recorded on the stiff windscreen pillars, the base of the windscreen and front edge of the bonnet surface.

Protection of the pelvis was mostly POOR, while protection of the femurs was GOOD. Protection of the lower legs was mixed, with areas of GOOD to WEAK performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians, cyclists and motorcyclists. Testing of this system showed ADEQUATE performance in **AEB Pedestrian** scenarios, with collisions avoided or mitigated in most tests, including some turning scenarios. The AEB system does not react to vulnerable road users in reverse, and hence **AEB Backover** tests were not conducted.

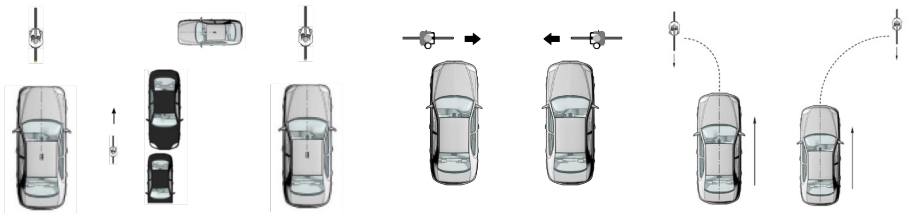
GOOD overall performance was seen in **AEB Cyclist** test scenarios, with collisions avoided or mitigated at all test speeds including in some turning scenarios. The vehicle does not provide any warning to occupants when a bicycle is approaching from behind (**cyclist anti-dooring**).

ADEQUATE performance was seen in the **AEB Motorcyclist** tests, including some turning scenarios. The Renault Duster it does not react to motorcyclists in emergency lane keeping scenarios.

PEDESTRIAN & CYCLIST IMPACT TESTS

AUTONOMOUS EMERGENCY BRAKING (Cyclist, Pedestrian & Motorcycle)

System Name	Active Emergency Braking System
Type	Autonomous emergency braking with forward collision warning
Operational From	8-85 km/h

	Cyclist traveling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist traveling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)	Cyclist crossing side road, car turning (nearside)	Cyclist crossing side road, car turning (farside)
	DAY	DAY	DAY	DAY	DAY	DAY	DAY
AEB CYCLIST TEST SCENARIOS (forward)							
PERFORMANCE	GOOD						

CYCLIST DOORING

Information (driver door)	✕
Warning (driver door)	✕
Retention (driver door)	✕
Warning or retention (all other doors)	✕

● PASS ✕ FAIL - N/A

GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

Vulnerable Road User Protection

60%

38.20 out of 63

AEB PEDESTRIAN TEST SCENARIOS (reverse)

	Child / Adult standing behind reversing vehicle (25% offset)	Adult / Child standing behind reversing vehicle (50% offset)	Child / Adult standing behind reversing vehicle (75% offset)	Adult / Child walking behind reversing vehicle (50% offset)
	DAY	DAY	DAY	DAY
4km/h				
8km/h				
PERFORMANCE	POOR			

AEB PEDESTRIAN TEST SCENARIOS (forward)

	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road (farside), car turning		Adult crossing side road (nearside), car turning	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
PERFORMANCE	ADEQUATE													

AEB MOTORCYCLE TEST SCENARIOS (forward)

	Driving towards a stationary motorcycle	Driving towards a braking motorcycle (25% offset)	
	100% OFFSET	12m HEADWAY	40m HEADWAY
AEB (10-50km/h)			
FCW (30-80km/h)			
PERFORMANCE	GOOD		

TEST VEHICLE SPEED

	Turning across the path of an oncoming motorcycle		
	TARGET MOTORCYCLE SPEED		
	30km/h	45km/h	60km/h
10km/h			
15km/h			
20km/h			
PERFORMANCE	ADEQUATE		

LANE SUPPORT SYSTEMS (Car-to-Motorcycle)

System Name	-
Operational From	-

EMERGENCY LANE KEEPING (ELK) TEST SCENARIOS Car-to-Motorcycle

	Oncoming motorcycle	Overtaking motorcycle (EMT at 60km/h)		Overtaking motorcycle (EMT at 80km/h)	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL
PERFORMANCE	POOR				

GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

Safety Assist

58%

10.46 out of **18**

SEAT BELT REMINDERS
0.00 points out of 1

DRIVER MONITORING
0.25 points out of 2

SPEED ASSISTANCE SYSTEMS
1.83 points out of 3

AEB / AES (Car-to-Car)
3.38 points out of 4

AEB / AES (Junction & Crossing)
3.26 points out of 4

AEB / AES (Head-On)
0.00 points out of 1

LANE SUPPORT SYSTEMS
1.75 points out of 3

The Renault Duster is fitted with an autonomous emergency braking system capable of functioning at highway speeds, and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality.

Tests of the **AEB (Car-to-Car)** system showed GOOD performance with collisions avoided or mitigated in most test scenarios, including in many **AEB Junction** and **AEB Crossing** scenarios where the test vehicle can autonomously brake to avoid crashes when turning across or into the path of an oncoming vehicle. The vehicle does not have a **AEB Head-On** system.

Tests of **lane support system** showed GOOD performance in LKA scenarios, and MARGINAL performance in the more critical ELK scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) and intelligent speed limiter (ISL) is standard, informing the driver of the local speed limit and allowing the driver to accept the change in speed accordingly.

A seatbelt reminder system is fitted to all seating positions, however occupant detection is not available for rear seats.

An indirect driver drowsiness monitor system is fitted as standard.

AUTONOMOUS EMERGENCY BRAKING (Car-to-Car)

System Name	Active Emergency Braking System
Type	Autonomous emergency braking with forward collision warning
Operational From	7-160 km/h

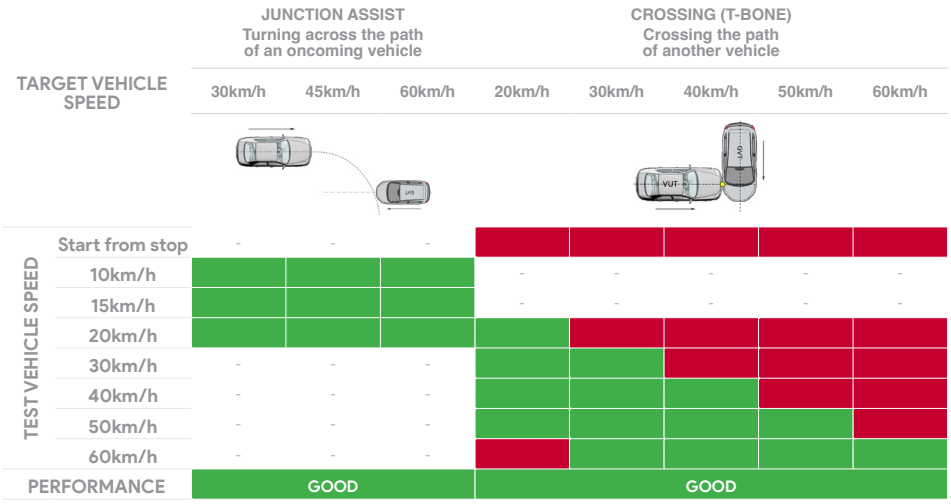
GOOD ADEQUATE MARGINAL WEAK POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED NOT TESTED

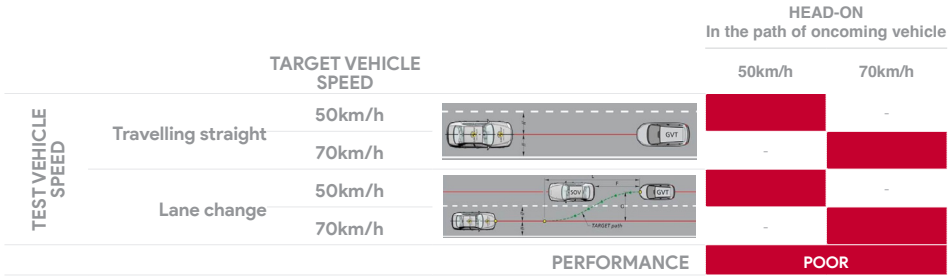
Safety Assist

58%

10.46 out of 18

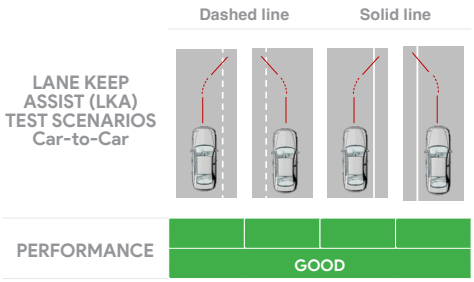
AUTONOMOUS EMERGENCY BRAKING (Car-to-Car Junction, Crossing and Head-On)

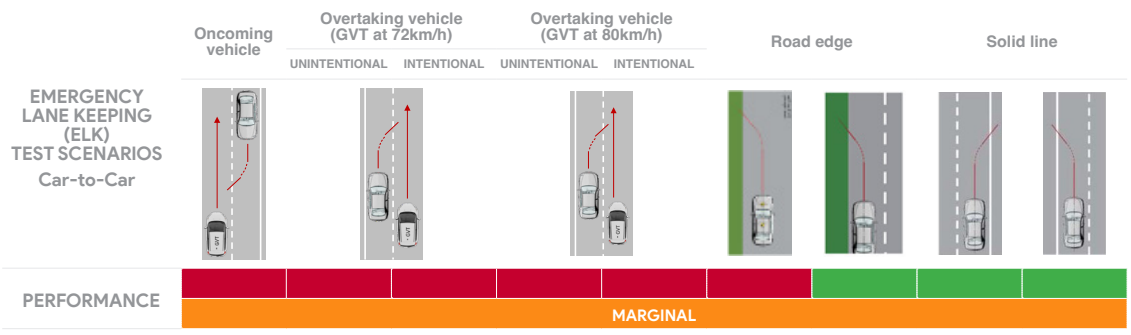




LANE SUPPORT SYSTEMS (Car-to-Car)

System Name	Lane Departure Prevention
Operational From	65-180 km/h





GOOD | ADEQUATE | MARGINAL | WEAK | POOR / NOT TESTED DUE TO NO PERFORMANCE PREDICTED | NOT TESTED

Safety Assist

58%

10.46 out of 18

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✕
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●

DRIVER MONITORING

	WARNING	INTERVENTION
Distraction	✕	✕
Fatigue	●	✕
Unresponsive Driver	-	✕

SPEED ASSISTANCE SYSTEMS (SAS)

FEATURE	
Speed Limit Information Function (SLIF)	Camera based
Manual Speed Limiter	●
Intelligent Adaptive Cruise Control (iACC)	✕
Intelligent Speed Limitation (ISL)	●

HUMAN MACHINE INTERFACE (HMI)

FEATURE	
AEB: Supplementary Warning	✕
AEB: Restraint activation / dynamic retractors / emergency steering support	✕
Lane Departure Warning (LDW)	●
Blind Spot Monitoring (BSM): Car-to-Car & Car-to-Motorcycle	✕

● PASS ● FAIL ✕ NOT AVAILABLE - N/A

SAFETY FEATURES & TECHNOLOGIES

SAFETY FEATURE / TECHNOLOGY*	AUS	NZ
Seat belt pre-tensioners (front seats)	●	–
Seat belt pre-tensioners (rear outboard seats) - 2nd row	●	–
Seat belt pre-tensioners (rear centre seat) - 2nd row	✕	–
Seat belt pre-tensioners (rear outboard seats) - 3rd row	–	–
Seat belt pre-tensioners (rear centre seat) - 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 - dual frontal (driver & front 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 - centre	✕	–
Airbag - knee (driver)	✕	–
Airbag - knee (front passenger)	✕	–
Airbag - pedestrian (external)	✕	–
Airbag disabling switch - automatic (front passenger)	✕	–
Airbag disabling switch - manual (front passenger)	✕	–
Autonomous emergency braking (AEB) - Car-to-Car	●	–
Autonomous emergency braking (AEB) - Vulnerable Road User		
- AEB Pedestrian	●	–
- AEB Backover	✕	–
- AEB Cyclist	●	–
- AEB Motorcycle	●	–
Autonomous emergency braking (AEB) - Junction		
- AEB Junction (Car)	●	–
- AEB Junction (Pedestrian)	●	–
- AEB Junction (Cyclist)	●	–
- AEB Junction (Motorcycle)	●	–
Autonomous emergency braking (AEB) - Crossing	●	–
Automatic emergency call (eCall)	✕	–
Blind spot monitor (BSM)	◉	–
Child presence detection / alert	✕	–
Cyclist dooring detection / alert	✕	–
Driver monitoring system - Indirect	●	–
Driver monitoring system - Direct	✕	–
Forward collision warning (FCW)	●	–
Lane departure warning (LDW)	●	–
Lane keep assist (LKA)		
- LKA (Car-to-Car)	●	–
- LKA (Car-to-Motorcycle)	✕	–
Secondary / multi-collision brake	●	–
Speed assistance - intelligent adaptive cruise control (iACC)	✕	–
Speed assistance - auto / intelligent speed limiter	●	–
Speed assistance - manual speed limiter	●	–
Speed assistance - speed sign recognition & warning	●	–
Vehicle-to-infrastructure communication (V2I)	✕	–
Vehicle-to-vehicle communication (V2V)	✕	–

● STANDARD ◉ AVAILABLE ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE – NOT APPLICABLE

* Correct at time of publication. Subject to change. Check with manufacturer.

TESTED MAKE / MODEL
Dacia Duster LHD

TESTED VEHICLE ENGINE
1.6 Petrol HEV EA3

RATING UPDATED
December 2025

TESTED BODY TYPE
5 door SUV

RATING PUBLISHED
October 2025