



Dacia Logan
Standard Safety Equipment

2021



Adult Occupant



70%

Child Occupant



72%

Vulnerable Road Users



41%

Safety Assist



42%

SPECIFICATION

Tested Model	Dacia Sandero Stepway 1.0TCe, LHD
Body Type	- 5 door hatchback
Year Of Publication	2021
Kerb Weight	1111kg
VIN From Which Rating Applies	- all Logans
Class	Small Family Car

General comments

The Dacia Logan is structurally identical to the Sandero Stepway but has a different roof-line towards the rear. Based on some additional tests and data reviewed by Euro NCAP, the star rating of the Sandero Stepway can be applied also to the Dacia Logan.

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	✘	✘	✘
CHILD PROTECTION			
Isofix	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	✘
AEB Car-to-Car incl. Turn Across Path	●
AEB Pedestrian - Reverse	✘
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 26.9 Pts / 70%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 12.1 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 10.7 / 16 Pts

Side Mobile Barrier Side Pole Far-Side Excursion Occupant Interaction

Rear Impact 3.6 / 4 Pts

Rear Seat Front Seat

ADULT OCCUPANT

Total 26.9 Pts / 70%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Rescue and Extrication		0.5 / 2 Pts
Rescue Sheet	Available, ISO compliant	
Advanced eCall	Not available	
Multi Collision Brake	Not available	

Comments

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated protection that was at least adequate for the knees and femurs of the driver and passenger. However, structures in the dashboard presented a risk of injury to occupants of different sizes and to those sitting in different positions, and protection for this part of the body was downgraded to marginal. Chest protection was also rated as marginal for both front seat occupants, based on dummy readings of chest compression. Analysis of the deformable barrier after the test revealed that it would be a benign crash opponent. In the full-width rigid barrier test, protection of the front seat driver and rear seat passenger was at least adequate for all critical parts of the body. In the side barrier test, representing an impact by another vehicle, chest compression indicated a marginal level of protection. In the side pole test, protection of all critical body areas was rated as good or adequate. An assessment of the excursion of an occupant in a far-side impact showed poor protection and the car does not have a counter-measure, such as a centre airbag, for this accident type. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. However, a geometric analysis of the rear seats indicated marginal whiplash protection.

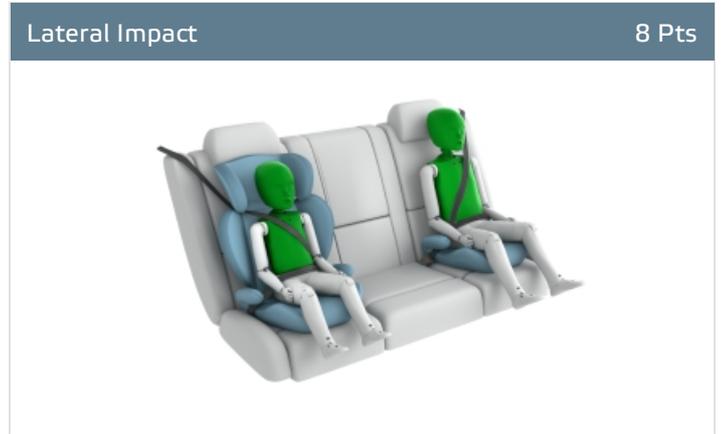
CHILD OCCUPANT

Total 35.6 Pts / 72%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

18.6 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*
 Restraint for 10 year old child: *Britax Römer KidFix XP (Booster only)*

Safety Features

6.0 / 13 Pts

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

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

CRS Installation Check

11.0 / 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 35.6 Pts / 72%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & Easyfix (Belt)



Britax Römer King II LS (Belt)



Cybox Solution Z i-Fix (Belt)



CHILD OCCUPANT

Total 35.6 Pts / 72%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	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 chest and neck of the 10 year dummy was rated as weak, based on dummy readings during the impact. For the 6 year dummy, protection of the neck was marginal while that of the head and chest was adequate and good respectively. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the child restraints for which the car is designed could be properly installed and accommodated. One, a full sized rearward facing toddler restraint, could be fitted in the car with no problem but was deemed a fail because Dacia indicate in the user manual that the car cannot accommodate this (R3) category of restraint.

 VULNERABLE ROAD USERS

Total 22.2 Pts / 41%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

22.2 / 36 Pts



Head Impact	14.1 Pts
Pelvis Impact	2.3 Pts
Leg Impact	5.8 Pts

Vulnerable Road Users

0.0 / 18 Pts

 VULNERABLE ROAD USERS

Total 22.2 Pts / 41%

AEB Pedestrian

0.0 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian





VULNERABLE ROAD USERS

Total 22.2 Pts / 41%

Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate with poor results recorded at the base of the windscreen and on the stiff windscreen pillars. The bumper provided good or adequate protection to pedestrians' legs at all test locations. However, protection of the pelvis was poor over much of the width of the car. The autonomous emergency braking (AEB) system does not detect vulnerable road users such as pedestrians and cyclists.

SAFETY ASSIST

Total 6.8 Pts / 42%

■ 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

0 Pts

> Seatbelt Reminder

■ 1.0 / 2 Pts

Applies To	Front and rear seats, including third row		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass
 ● Fail
 — Not available

> Driver Monitoring

0 Pts

 SAFETY ASSIST

Total 6.8 Pts / 42%

Lane Support

0 Pts

AEB Car-to-Car

 4.5 / 6 Pts

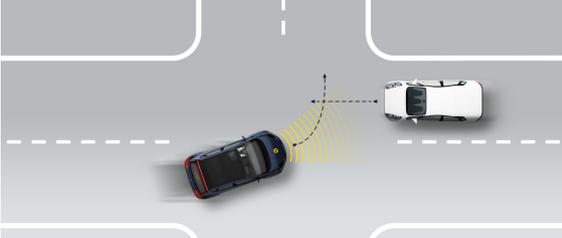
System Name	Active Emergency Braking
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	Radar only

 SAFETY ASSIST

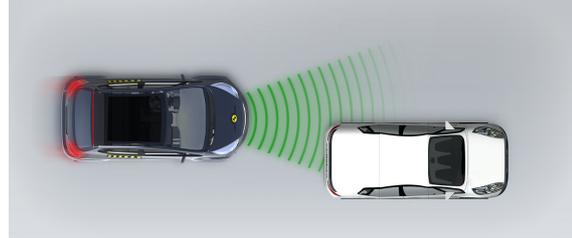
Total 6.8 Pts / 42%

■ Autobrake function only

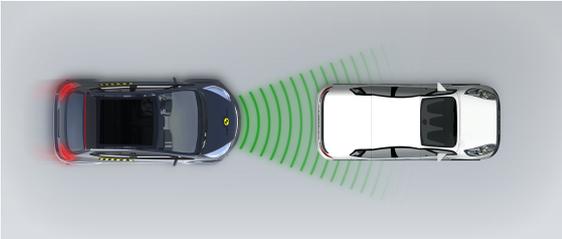
Test car turns across the path of an approaching car



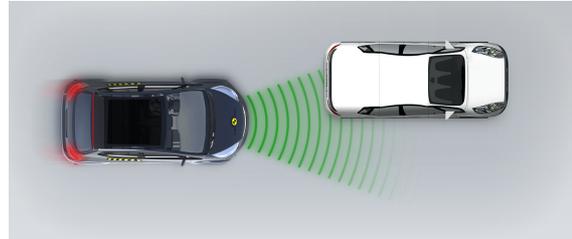
Approaching a stationary car



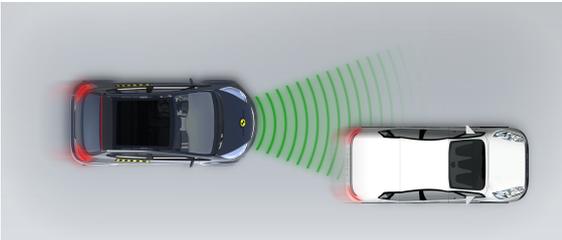
Approaching a stationary car



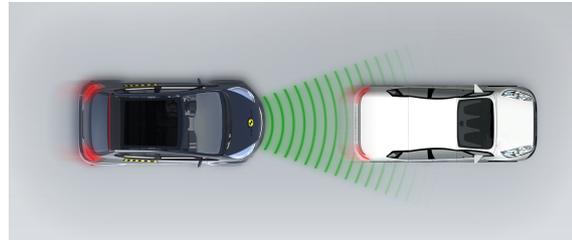
Approaching a stationary car



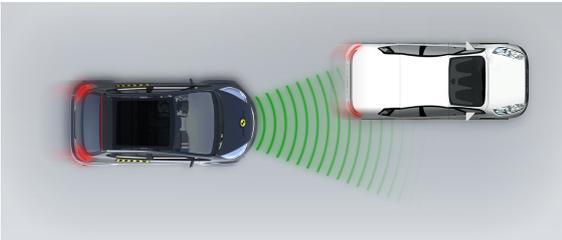
Approaching a slower moving car



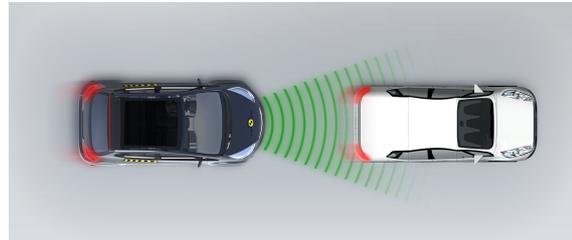
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

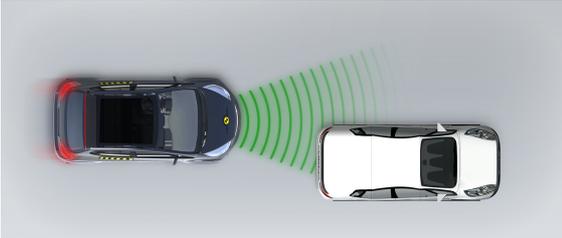


 SAFETY ASSIST

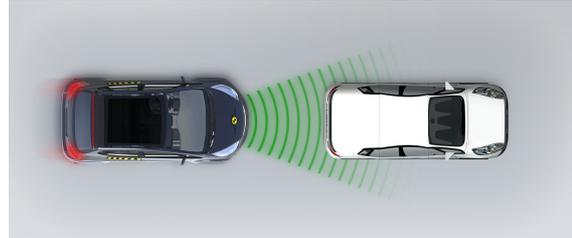
Total 6.8 Pts / 42%

■ Driver reacts to warning

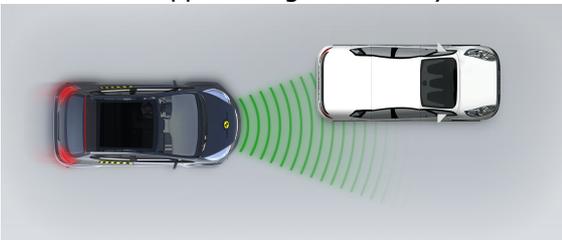
Approaching a stationary car



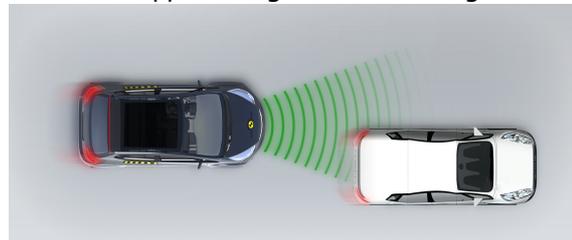
Approaching a stationary car



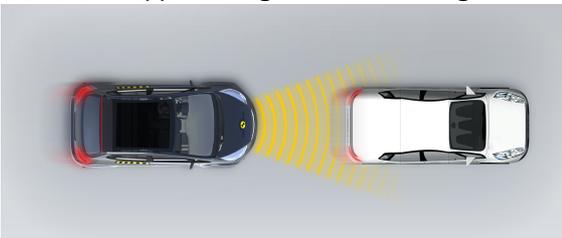
Approaching a stationary car



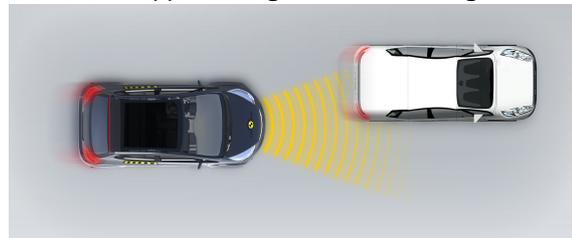
Approaching a slower moving car



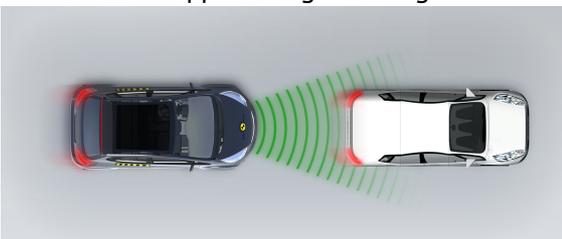
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 6.8 Pts / 42%

Comments

A seatbelt reminder system is standard for the front and rear seats. A driver-set speed limiter is also standard but there is no lane assistance. The AEB system performed well in tests of its response to other vehicles with accidents avoided or mitigated in many cases.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
4 door saloon	1.0 SCe petrol, manual	4 x 2	✓	-
4 door saloon	1.0 TCe petrol, manual	4 x 2	✓	-
4 door saloon	1.0 TCe petrol, automatic	4 x 2	✓	-
4 door saloon	1.0 LPG, manual	4 x 2	✓	-

Tested car: Dacia Sandero Stepway

Annual Reviews and Facelifts

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