



Renault Megane E-Tech
Standard Safety Equipment

2022



Adult Occupant



85%

Child Occupant



88%

Vulnerable Road Users



65%

Safety Assist



79%

SPECIFICATION

Tested Model	Megane E-Tech EV60 220ch 'Techno', LHD
Body Type	- 5 door hatchback
Year Of Publication	2022
Kerb Weight	1636kg
VIN From Which Rating Applies	- all Megane E-Techs
Class	Small Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗
Centre Airbag	●	●	—

Version 140422

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	●	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
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 32.6 Pts / 85%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Impact

13.7 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

15.1 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

2.8 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 32.6 Pts / 85%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Rescue and Extrication

1.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Not available	



Comments

The passenger compartment of the Megane E-Tech remained stable in the frontal offset test. Dummy numbers showed good protection of the knees and femurs of both the driver and passenger. Renault showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Apart from the driver's chest, protection of which was adequate, protection of all critical body areas was good or adequate. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Megane E-Tech would be a moderately benign impact partner in a frontal collision. In the full-width rigid barrier test, good or adequate protection was provided to all critical body areas, for both the driver and rear passenger. In the side barrier test, protection of all critical body areas was good and the car scored maximum points in this part of the assessment. In the more severe side pole impact, protection of all critical body areas was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Megane E-Tech has a countermeasure to mitigate against occupant-to-occupant injuries in such impacts and this performed well in Euro NCAP's test. Tests on the front seats and head restraints demonstrated marginal protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats indicated good whiplash protection. The Megane E-Tech has an advanced eCall system which alerts the emergency services in the event of a crash, but there is no system to prevent secondary impacts after the car has been in a collision.

CHILD OCCUPANT

Total 43.3 Pts / 88%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.3 / 24 Pts

Frontal Impact

15.3 Pts



Lateral Impact

8 Pts



Restraint for 6 year old child: *Britax Römer Kidfix SL*
 Restraint for 10 year old child: *Britax Römer Kidfix SL*

Safety Features

8.0 / 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

12.0 / 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 43.3 Pts / 88%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 43.3 Pts / 88%

	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, measurements of neck tension in the 10-year dummy indicated a marginal level of protection. Otherwise, protection of all critical body areas was good, both for the 10-year and 6-year dummies. 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 restraint types for the which the Megane E-Tech is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 35.4 Pts / 65%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

20.1 / 36 Pts



Head Impact	12.4 Pts
Pelvis Impact	1.7 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

15.3 / 18 Pts

System Name	Active Emergency Braking system
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h



VULNERABLE ROAD USERS

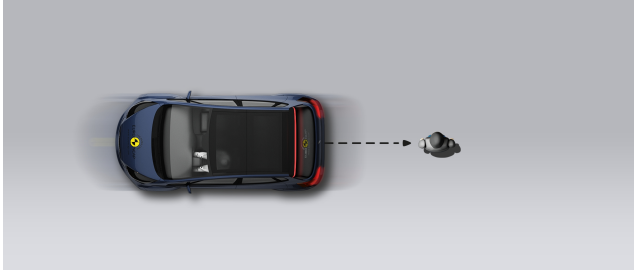
Total 35.4 Pts / 65%

AEB Pedestrian

7.0 / 9 Pts

■ Day time

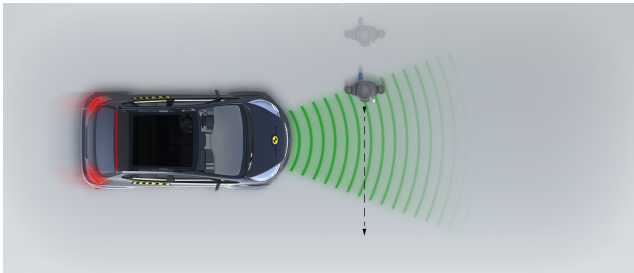
Vehicle reversing into standing pedestrian



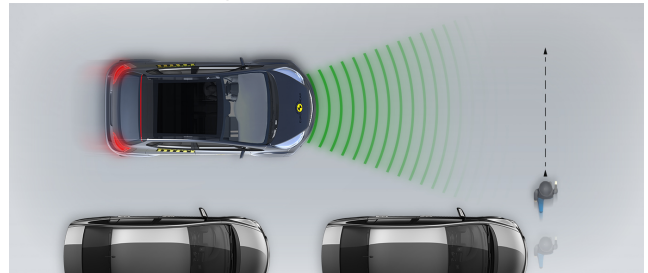
Pedestrian crossing a road into which a car is turning



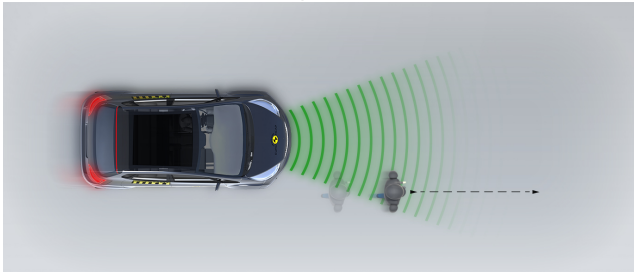
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

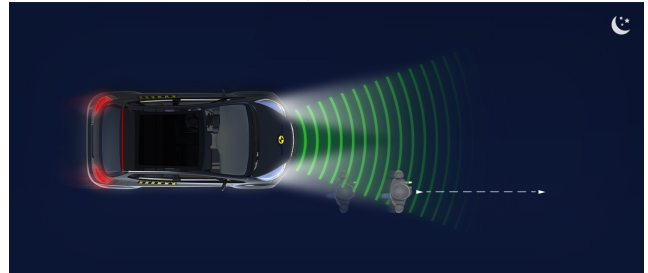


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 35.4 Pts / 65%

AEB Cyclist

8.3 / 9 Pts

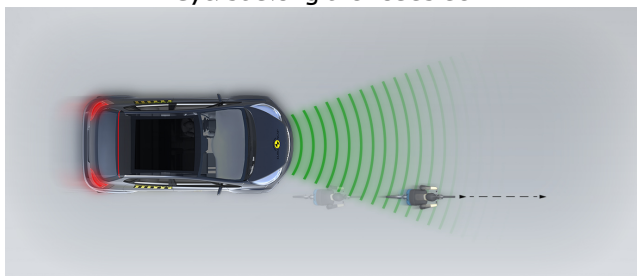
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside



Comments

The protection provided by the bonnet to the head of a struck pedestrian was predominantly good or adequate, with some poor results recorded on the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test points. However, protection of the pelvis was mainly weak or poor. The autonomous emergency braking system, fitted as standard, can detect vulnerable road users as well as other vehicles. The system performed well in tests of its reaction to pedestrians and cyclists, with collisions avoided or mitigated in most scenarios.



SAFETY ASSIST

Total 12.7 Pts / 79%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.5 / 3 Pts









System Name	Speed Limiter
Speed Limit Information Function	Camera based, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 3.0 / 3 Pts


> Seatbelt Reminder

 2.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	DAA
Type	Steering input
Operational From	50 km/h



SAFETY ASSIST

Total 12.7 Pts / 79%



Lane Support 2.8 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	 ADEQUATE
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 4.4 / 6 Pts

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

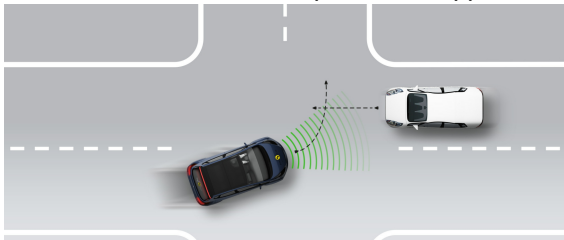


SAFETY ASSIST

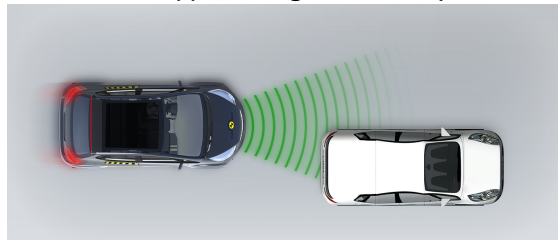
Total 12.7 Pts / 79%

■ Autobrake function only

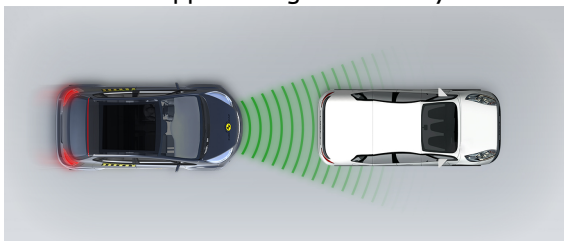
Test car turns across the path of an approaching car



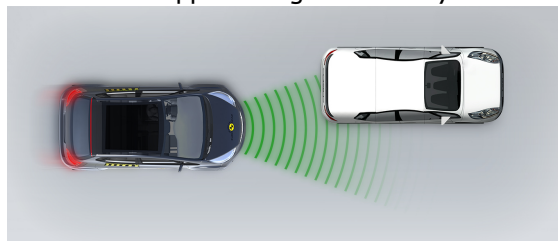
Approaching a stationary car



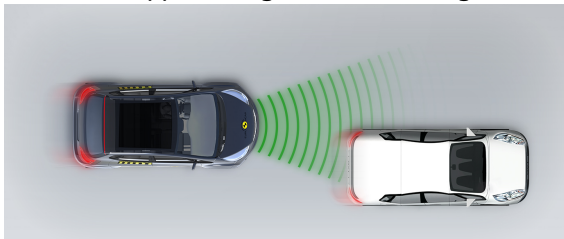
Approaching a stationary car



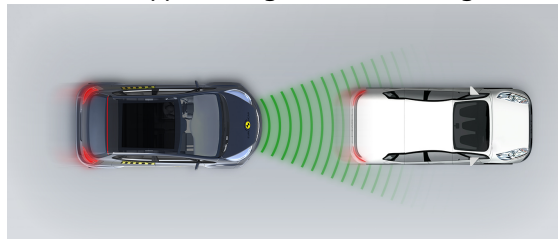
Approaching a stationary car



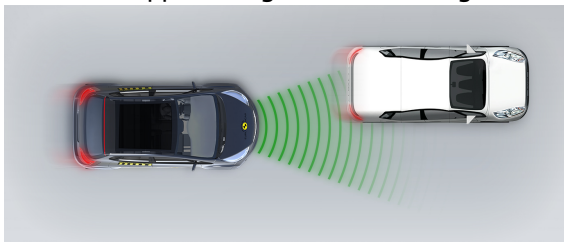
Approaching a slower moving car



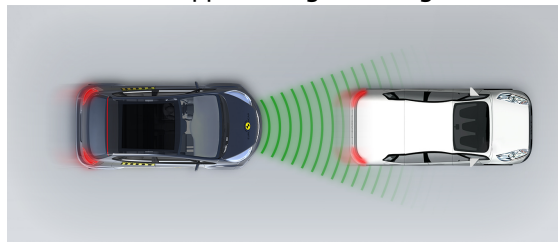
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



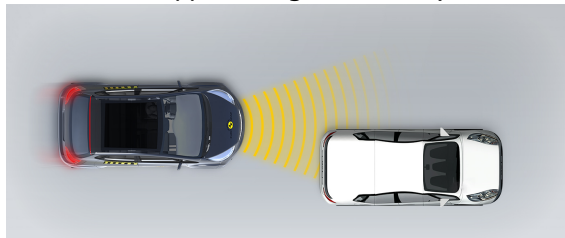


SAFETY ASSIST

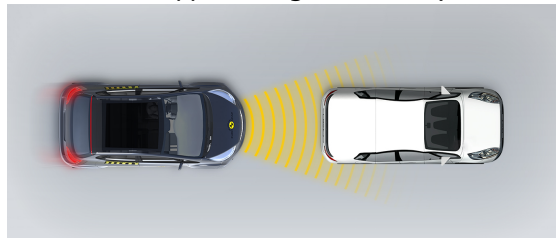
Total 12.7 Pts / 79%

■ Driver reacts to warning

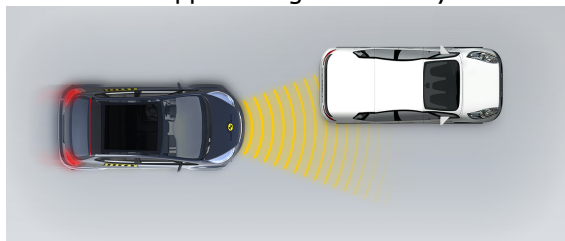
Approaching a stationary car



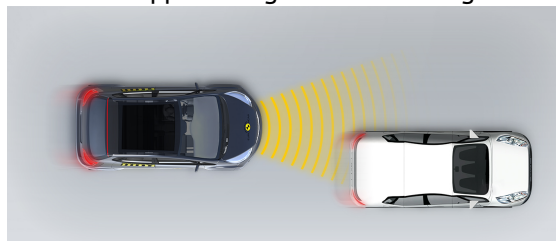
Approaching a stationary car



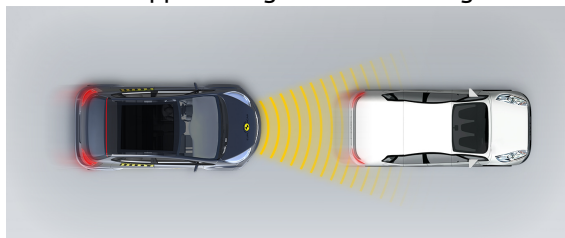
Approaching a stationary car



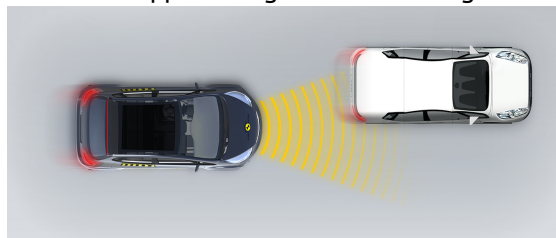
Approaching a slower moving car



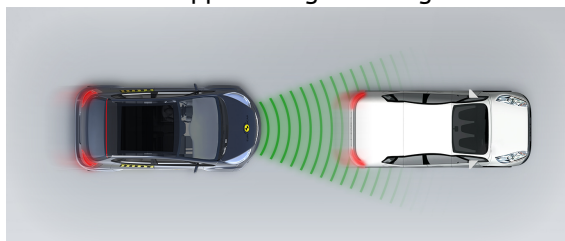
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 12.7 Pts / 79%

Comments

In tests of its response to other vehicles, the autonomous emergency braking system performed adequately. A lane support system gently corrects the steering if the car is drifting out of lane and it can also intervene more aggressively in some other, more critical, situations. The speed assistance system can detect the local speed limit and presents the information to the driver, allowing the speed limiter to be set appropriately. A seat belt reminder is standard for all seating positions.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	E-TECH EV60 220ch	MEGANE E-TECH EV60 220ch optimum charge*	4 x 2	✓	✓
5 door hatchback	E-TECH EV60 220ch	MEGANE E-TECH EV60 220ch super charge	4 x 2	✓	✓
5 door hatchback	E-TECH EV40 130ch	MEGANE E-TECH EV40 130ch standard charge	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
March 2022	Rating Published	2022 ★ ★ ★ ★ ★	✓