



## PRESS RELEASE

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### **RENAULT: TOP ACTIVE AND PASSIVE SAFETY LEVELS ACROSS THE RANGE**

For more than 50 years, Renault's concern for the issue of road safety has led it to research and develop technologies that improve vehicle safety. It has built its approach and expertise on findings from research into accidents that have actually happened. With 10 vehicles earning top 5-star ratings in Euro NCAP crash tests, Renault boasts a line-up that can indisputably claim to deliver the highest standards of safety.

Renault has drawn on research by the Laboratory for Accident Research, Biomechanics and Study of Human Behaviour (LAB) and on its own engineering know-how to design equipment that provides the most effective solutions to real-world driving situations.

Although optimal protection in the event of an impact is critical, the absolute priority is accident prevention. Research reveals that human error is behind 80% of accidents. The issue, therefore, is to identify risks, warn drivers, help them take evasive action, and, if necessary, correct their errors.

Today Renault works tirelessly on new safety systems for avoiding accidents and protecting front- and back-seat occupants. It has chosen to build its safety approach on greater prevention and greater anticipation while leaving the driver in control.

Technology, however, is not the be-all and end-all. As a socially responsible company, Renault is also involved in awareness-raising and educational schemes at national and international levels as part of its effort to improve the behaviour of all road-users.

Because the dangers of the road are such a major issue worldwide, Renault has sustained its safety commitment with vehicle technologies that improve drivers' awareness of the road environment, warn them of any risk, and enable them to anticipate the response of safety systems. Renault has extended its work in Europe to new markets where safety solutions entail adapting to local accident causes and customer needs.

#### **Safety: a practical, comprehensive, four-pronged approach**

Renault designs vehicles that afford the same levels of active and passive safety across its entire range. This approach builds on real-world safety, factoring in the realities of the road all over the globe. The result is that Renault prioritises technologies which "prevent, correct, and protect" most effectively and implements them across its line-up. While prevention, correction, and protection are vehicle-related, a fourth focus of action is to raise road safety awareness among as many people as possible.

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## **Prevent**

Road accidents are not inevitable. Preventing them involves helping drivers to anticipate risk while concentrating on driving and assisting them in carrying out secondary tasks.

Equipment for anticipating risk includes warning lights and audio alarms advising drivers that seat belts are not fastened, tyre pressure monitoring systems, xenon headlamps, additional cornering lights, etc. Systems that enhance concentration on the job in hand – i.e. driving – include automatically activated headlamps and wipers, cruise control and speed limiter, etc.

## **Correct**

In order to respond to difficult and emergency driving situations, high quality handling and braking are the dynamic performance fundamentals on which active safety and accident avoidance are founded. There are, nevertheless, situations where technology is required to offset driver errors. This is where driver aids come in. Their purpose is not to take over from drivers, but to assist them in difficult and emergency situations. To that end Renault provides a whole range of systems, e.g. ABS, emergency brake assist, ESC, ASR traction control, brakeforce distribution. Renault fits emergency brake assist (EBA) as a standard feature to all its passenger cars and lightweight commercial vehicles. It has made ESC (electronic stability and understeer control) widely available for all its new vehicles (New Twingo, New Kangoo, etc.) at a very affordable price, e.g. €300 in France.

## **Protect**

Safety runs in the blood of all Renault vehicles. The entire line-up is designed to ensure optimal protection for all occupants – adults and children, in front and rear seats. Renault designs and develops equipment that protects passengers in the event of an impact. This ranges from the use of highly elastic vehicle structures to airbags, safety belts, and headrests. Renault's protective equipment includes two major innovations: Renault's third-generation System for Restraint and Protection (SRP3), the only system of its kind on the market. It combines dual pretensioners (which prevent the body from being thrown forward on impact by tighten the seatbelt against the chest and across the lap to prevent "submarining" – when the occupant's pelvis slides under the lap strap), a load limiter (which adapts the pressure the strap exerts on the chest), and a dual-volume adaptive airbag (the final step in absorbing impact energy). The double side-impact sensor and dual-chamber thorax/groin airbag, a system introduced as a world-first in Laguna III. The study of actual accidents provides constant proof of the valuable contribution of Renault's protection systems, while providing data that can be used to constantly upgrade them. Indeed if SRP3 equipped all vehicles on the market, it would reduce deaths and serious injury by 30% (source: LAB).

## **Educate**

Renault's commitment to safety does not stop at technology. Because drivers are the central players in road safety, it is critical to educate them and all road-users. As a socially responsible company Renault has for years been running awareness campaigns for people of all ages.

The 'Safety For All' campaign targets children and young people and has been rolled out in 23 countries. It involves parents, children and teachers in a programme that is both fun and educational.

Renault is also active with its own employees, encouraging them to be careful, socially responsible drivers. It has distributed the *Renault Group Driver's Charter* to its 130,000 employees in 30 countries, runs awareness-raising campaigns every June (Road Safety Month) and holds training schemes.

What's more, Renault is active on a global level as a member of the Global Road Safety Initiative (GRSI). This body brings together major players from the worldwide automotive industry and funds action to promote road safety in developing countries.

## **Euro NCAP: passive safety**

Renault is the only carmaker which can boast 10 vehicles that have earned the maximum 5-star Euro NCAP crash test rating. The first vehicle in the world to score top marks was Laguna II in 2001. It was then emulated by Vel Satis, Espace IV, Mégane II, Scénic II, Mégane Coupe-Cabriolet, Modus, Clio III, Laguna III and, most recently, Koleos. New Laguna, too, deserves a mention for scoring an excellent 36 points out of a possible 37 in December 2007.

These remarkable results confirm Renault's passive safety expertise.