



## Renault Megane CC

RATING	SCORE	Front: 16 Side: 15	Seatbelt reminder: 1 Pole: 2
 <b>ADULT OCCUPANT</b> ★★★★★	<b>34</b>		
 <b>CHILD OCCUPANT</b> ★★★☆☆	<b>30</b>		
 <b>PEDESTRIAN</b> ★★☆☆☆	<b>11</b>		

### Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

<span style="color: green;">■</span>	GOOD
<span style="color: yellow;">■</span>	ADEQUATE
<span style="color: orange;">■</span>	MARGINAL
<span style="color: brown;">■</span>	WEAK
<span style="color: red;">■</span>	POOR

### Child restraints

**18 month old Child** Britax Roemer Duo Plus, forward facing

**3 year old Child** Britax Roemer Duo Plus, forward facing

### Pedestrian protection

No image car front available

### Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

### Car details

<b>Hand of drive</b>	LHD
<b>Tested model</b>	Renault Mégane CC 1.6 Sport/Dynamique
<b>Body type</b>	Cabriolet
<b>Year of publication</b>	2004
<b>Kerb weight</b>	1380
<b>VIN from which rating applies</b>	all Megane CCs

### Comments

The Megane CC's body is extremely strong. The stable passenger cell provides good protection for adults and extremely close to a maximum score in the frontal impact. The restraint systems include dual-stage airbags, belt pre-tensioners and load limiters. Protection was fair for the younger child but poor for the three-year-old. As Renault has packaged the Megane CC identically under the bonnet as its Megane hatchback, the pedestrian results have been carried over from the Megane hatchback.

#### Front impact

The five-door Megane hatchback has front belts with dual pretensioners, but those in the Megane CC use single pre-tensioners and a pyrotechnic device on both front seats to limit submarining and control forward movement in a crash. These, the dual-stage airbags and stable structure worked well to keep loads on the front occupants' chests and legs low. There has been much effort at the design stage to improve protection for the driver's knees and upper legs. The driver's footwell suffered minimal intrusion and padding protects his feet.

#### Side impact

Impressive side impact protection includes a dual-chamber thorax and head airbag mounted in each front seat. The system worked efficiently but its performance was compromised because forces transferred in an unrealistic manner to the dummy's back and up its spine, reducing the loads measured at his chest.

#### Child occupant

The car has a manual switch for its passenger frontal airbag and a warning light on its instrument panel shows whether it is live. Renault provides good warnings about the danger of a rear-facing seat placed on the front passenger seat with a passenger's

airbag. The Renault-branded Romer Duo restraints used ISOFix mountings and top tethers. The younger child's head was protected in the side and frontal impacts but loads on his chest were a little high in the frontal impact. The older child's head was exposed in the side impact and in the frontal impact forces on his chest were excessive.

### **Pedestrian**

Although the bonnet leading edge and the zone where an adult's head might strike were fairly compliant, other areas were unfriendly.