EURO NCAP

Renault 5

Active Driver Assist

2025

VERY GOOD

ASSISTANCE COMPETENCE 73%

SAFETY BACKUP 92%

SPECIFICATIONS

SYSTEM NAME	Active Driver Assist
Version Tested	Iconic 5 150ch autonomie comfort
Intended Operation Design Domain	● Highway ✖ Inter-Urban ✖ Urban

● RECOMMENDED ✖ NOT RECOMMENDED

Comments

Renault's appropriately-named 'Active Driver Assist' accurately portrays the system functionality. The promotional material and the handbook correctly indicate the limitations of the system capabilities. System status information is clearly displayed in the driver's direct line of sight. The Renault 5 robustly monitors that the driver keeps their hands on the steering wheel, but does not 'lock-out' the assistance system if there are repeated warnings. The car's driver monitoring system detects fatigue but not distraction. The system balances driver steering input with lane guidance, promoting co-operative driving.

The Renault 5 combines map-based speed limit information with real time camera inputs to manage fixed, variable and temporary speed limit signs, and adapts to some to road features such as curves and roundabouts. The car responds to avoid or mitigate a collision in almost all of the test scenarios for automatic cruise control. The driver is supported through the S-Bend, staying within the lane at all but the highest test speed. The Renault does not have a lane change assist feature. In the case of an unresponsive driver, the car performs a controlled stop within its lane. If the radar or camera is blocked, the Renault 5 provides a timely warning and prevents system activation.

'Active Driver Assist', as fitted to the Renault 5, balances a good level of Vehicle Assistance with a similar level of Driver Engagement. Combined with a high level of safety back-up, the system, overall, offers Very Good highway assistance.

Disclaimer

When using Assisted Driving Systems (also known as SAE Level 2 systems), a driver's responsibilities include monitoring the system's control of speed, braking and steering at all times, strict compliance with traffic rules, and maintaining situational awareness throughout the journey.

Certain situations might negatively influence the system's performance (e.g. poor weather, faded lane markings, construction zones, exiting a tunnel), resulting in a sudden interruption of the lateral and/or longitudinal support (system disengagement). Moreover, the system may fail to detect certain road users such as motorcyclists not directly in front of the vehicle, or stationary objects.

Appropriate fitness to drive is critical for safe travel, even when using Assisted Driving Systems. Visual distraction (e.g. eyes off the road), impairment (e.g. drowsiness, intoxication) as well as unresponsiveness, poses high risks. It is highly recommended to keep your hands on the steering wheel at all times to ensure immediate reaction when the system disengages.

Version 040625

ASSISTANCE COMPETENCE

Total 73%

DRIVER ENGAGEMENT 78.0 / 100 PTS

CONSUMER INFORMATION 23.0 / 25 PTS

System Name	Active Driver Assist
Marketing Material	Active Driver Assist Viewed 27 May 2025
Quick Start Guide	
Vehicle Handbook	Viewed 27 May 2025

SYSTEM STATUS 25.0 / 25 Pts

Continuous System Status Indicator	
System Status Change Indicator	

DRIVER MONITORING 5.0 / 20 PTS

Hands-on Monitoring	
Direct Driver Monitoring	

DRIVING COLLABORATION 25.0 / 25 Pts

Increase in Steering Torque	
Override response	
System continues to assist while driver steers to avoid obstacle	

GOOD ADEQUATE MARGINAL WEAK POOR

Version 040625

ASSISTANCE COMPETENCE

Total 73%

VEHICLE ASSISTANCE

73.9 / 100 PTS

SPEED ASSISTANCE

16.2 / 25 PTS

SPEED ASSIST SYSTEMS

Vehicle response to fixed Speed limits	At speed at sign
Vehicle response to variable Speed limits	Start slowing down after sign

SPEED LIMIT INFORMATION FUNCTION

General requirements	Compliant
Conditional Speed Limits	
Road Features	
Local Hazards	
System Updates	Quarterly

ADAPTIVE CRUISE CONTROL PERFORMANCE

27.7 / 40 PTS

SCENARIOS		
Approaching a stationary target		
Approaching a slower moving target		
Approaching a braking target		
Target cutting-in in front		
Car cutting-out in front to expose target		

UNDERTAKE PREVENTION	
Undertake prevention at speeds over 90 km/h	

ADAPTIVE CRUISE CONTROL AUTO-RESUME	
Assistance maintained after coming to a full stop	
System assistance maintained by	Automatic resume with collision prevention by external sensors

GOOD ADEQUATE MARGINAL WEAK POOR

Version 040625

ASSISTANCE COMPETENCE

Total 73%

STEERING ASSISTANCE 30.0 / 35 PTS

SCENARIOS	
80 km/h	Vehicle stays in lane
100 km/h	Vehicle stays in lane
120 km/h	Vehicle directed in 2nd turn

Lane Change Assist	✖

● FITTED TO THE VEHICLE ✖ NOT FITTED TO THE VEHICLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY BACKUP

Total 92%

SYSTEM FAILURE — 25.0 / 25 PTS

	ENGAGEMENT	WARNING
SENSOR BLOCKED AT START-UP		
Camera	Full blockage after a 5 minute drive	Yes after sensor blocking
Radar	Partial blockage after a 5 minute drive	Yes after sensor blocking
SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM INACTIVE		
Camera	Full blockage after a 5 minute drive	Yes after sensor blocking
Radar	After a 5 minute drive	After sensor blocking
SENSOR BLOCKED WITH VEHICLE IN MOTION, SYSTEM ACTIVE		
Camera	Full blockage within 2 minutes after blocking	After sensor blocking
Radar	Partial blockage after sensor blocking	After sensor blocking

UNRESPONSIVE DRIVER INTERVENTION — 20.0 / 25 PTS

Hands Off Warning Timeline

COLLISION AVOIDANCE — 47.2 / 50 PTS

SCENARIOS			
Approaching a stationary target			—
Approaching a slower moving target			—
Approaching a braking target			—
Target cutting-in in front			—
Car cutting-out in front to expose target			—
Approaching the target along the roadside	—	—	

GOOD ADEQUATE MARGINAL WEAK POOR

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