

Crash Tests

New Car Safety

Renault Clio

06/2005 on 01/0001 - Frontal+Side+Head

Overall Evaluation



Overall Score

32.67 out of 37

Variant: Series III Comfort dCi 3 dr (NZ only)

Engine: 1.5 diesel

Category: Small Car

Vehicles tested after 1 January 2008 will require Electronic Stability Control in order to achieve a 5 star rating. This vehicle was tested prior to this date and may or may not meet this new requirement.

The diesel left-hand-drive European model with side curtains was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page. At the time of publication the Clio 3 was only sold in New Zealand.

This assessment does not apply to the Australian Clio.

Model History and Safety Features

The tested model of Renault Clio 3 was introduced in New Zealand during 2006.

Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS) with electronic brake distribution (EBD) are also standard. An intelligent seat belt reminder is fitted to the driver seat.

The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front and outer rear seat belts to reduce the slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 5

The Renault Clio 3 scored 14.11 out of 16 in the offset crash test.

The passenger compartment held its shape well. There was a slight risk of serious chest and leg injury for the driver. Passenger leg protection was marginal.

The vehicle scored 15.56 out of 16 in the side impact crash test and a further two points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4 pts, chest 3.63pts, upper legs 2.64pts, lower legs 3.84pts.

The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 36mm and downwards 6mm. The steering wheel hub moved forwards 38mm, downwards 22mm and sideways 3mm. The front ("A") pillar moved 24mm rearwards. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Steering column components were a potential source of injury for the driver's knees. The passenger's head was cushioned by the airbag. The glove box was a potential knee hazard for the passenger.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 3.56pts, abdomen 4pts, pelvis 4 pts.

The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.1)



Child head impacts: 4.35.
Adult head impacts: 5.
Upper leg impacts: zero.
Lower leg impacts: zero.
Total (out of 36): 9.35.

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1)
	Driver	Passn	Driver
Head			
- HIC	175	246	75
- Acceleration (g for 3ms)	31.9	40.7	25.8
Neck			
- Shear (kN)	0.46	0.45	
- Tension (kN)	1	1.01	
- Extension (Nm)	9	6.9	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	24.6	21.1	17.1
- Viscous Criterion (m/s)	0.09	0.06	0.1
Abdomen			
- Force (kN)			0.71
Pelvis			
- Force (kN)			2.48
Upper Legs Force (kN)			
- Left	0.14	1.58	
- Right	0.38	0.25	
Knee Displacement (kN)			
- Left	0	6.81	
- Right	0	0	
Lower Legs Force (kN)			
- Left	2.11	2.24	
- Right	1.99	1.86	
Index (Upper Lower)			
- Left	0.36 0.36	0.42 0.25	
- Right	0.41 0.38	0.32 0.15	

Bonus points (maximum 5)

Pole Test:

Seat Belt Reminders:

Modifiers for offset test scores

Head	no deduction
Chest	no deduction
Upper leg	variable & Conc. loading, 1 pt deduction L & R, 1 pt deduction left (inboard)
Lower leg	passenger variable cont.
Foot score	no deduction
Structure	4 points

Modifiers for side impact test scores

Head		
Chest	T12 Load	0.44pt deduction
Upper leg		
Lower leg		
Foot score		
Structure		



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