



Renault Modus

RATING	SCORE	Front: 14	Side: 16	Seatbelt reminder: 1	Pole: 2
 ADULT OCCUPANT ★ ★ ★ ★ ★	33				
 CHILD OCCUPANT ★ ★ ★ ★ ☆	38				
 PEDESTRIAN ★ ☆ ☆ ☆ ☆	6				

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	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

Hand of drive	LHD
Tested model	Renault Modus 1.5 dCi
Body type	SUPERMINI
Year of publication	2004
Kerb weight	1185
VIN from which rating applies	VF1JPOJ0532390106

Comments

The Modus made test history as the first supermini sized car to gain a full five-star safety rating. It achieved this after Euro NCAP allowed a re-run of the frontal test, following improvements to the driver's airbag. The car's body proved to be extremely strong, providing good protection for adults: the Modus lost just two points in the frontal impact tests. Its restraint systems include dual stage airbags and front belts with double pre-tensioners and load limiters. The rear outer belts have pre-tensioners and load limiters. The protection it gave to child occupants was good but it did little to safeguard pedestrians.

Front impact

The body suffered minimal deformation at the screen level and at the footwell. The Modus uses dual stage airbags and double pre-tensioners with load limiters to control loads and restrict forward movement in a crash. These devices, and its stable structure, worked well, keeping impact forces low on the front occupants' chests and legs. There has been much design effort to safeguard the driver's knees and upper legs. The footwell suffered little deformation or intrusion.

Side impact

A very impressive protection system includes seat-mounted thorax airbags and a head curtain airbag to protect front and rear occupants. The car scored full marks in this section of the tests.

Child occupant

There is a manual on/off switch for the passenger frontal airbag and its status is shown on the instrument panel. Good

warnings of the danger of placing a child in a rear-facing restraint opposite an airbag were given on both sides of the passenger's sun visor. The children sat in Britax Romer Duo Plus restraints, fitted using ISOFIX mounting points and top tethers. Both children were well protected although the older one's chest load was slightly high in the frontal impact.

Pedestrian

Protection levels did not match those for occupants. Only the areas where an adult's head would most likely strike were cushioned. The bumper and the bonnet's leading edge were particularly 'unfriendly'.