



**Renault Clio**  
Standard Safety Equipment

2019



Adult Occupant



96%

Child Occupant



89%

Vulnerable Road Users



72%

Safety Assist



75%

## SPECIFICATION

Tested Model	Renault Clio Zen 1.0 TCe 100, LHD
Body Type	- 5 door hatchback
Year Of Publication	2019
Kerb Weight	1110kg
VIN From Which Rating Applies	- all Clios
Class	City and Supermini

### General comments

**⚠** Owing to a shortage of semiconductors caused by the Covid pandemic, the Clio "Zen" "Life" "Série Limitée Limited", "Business", "Intens" and "Série Limitée Lutecia" versions do not have all of the safety features required for the 2019 5-star class. In particular, these vehicles are offered without radar, which is necessary to provide effective autonomous emergency braking (AEB). Clio models with a "RS Line" and "Initiale Paris" designations are not affected and the 5-star rating applies.

The Renault Clio E-TECH Hybrid is a variant of Clio. Some additional tests and checks have been done to ensure that the rating of the Clio, tested in 2019, applies to the hybrid variant.

## SAFETY EQUIPMENT

	Driver	Passenger	Rear
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘
<b>CHILD PROTECTION</b>			
Isofix/i-Size	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
<b>SAFETY ASSIST</b>			
Seat Belt Reminder	●	●	●


<b>OTHER SYSTEMS</b>	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.


- Fitted to the vehicle as standard    ○ Fitted to the vehicle as part of the safety pack  
 ○ Not fitted to the test vehicle but available as option or as part of the safety pack    ✘ Not available    — Not applicable

 ADULT OCCUPANT

Total 36.5 Pts / 96%


 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

Frontal Offset Deformable Barrier 7.8 / 8 Pts




Passenger                      Driver

Frontal Full Width 7.7 / 8 Pts




Rear Passenger                      Driver

Whiplash Rear Impact 1.5 / 2 Pts



Front seat                      Rear seat

Lateral Impact 15.5 / 16 Pts




Car                      Pole

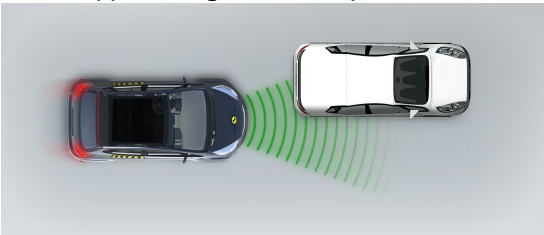
 ADULT OCCUPANT

Total 36.5 Pts / 96%

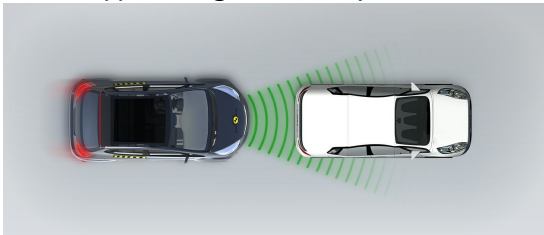
 GOOD     ADEQUATE     MARGINAL     WEAK     POOR

AEB City  4.0 / 4 Pts

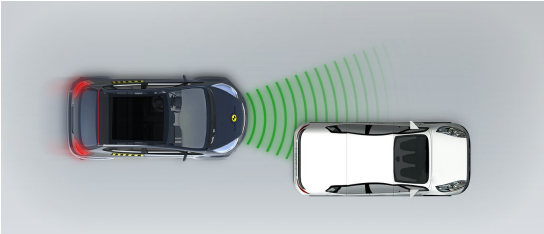
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.5 Pts / 96%

## Comments

The passenger compartment of the Clio remained stable in the frontal offset test. Protection of all critical body areas was good for the passenger dummy. Dummy readings showed good protection for the knees and femurs of both the driver and passenger. Renault demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection was good or adequate for all critical body areas of the driver and rear passenger. Maximum points were scored in the side barrier test, all critical parts of the body being well protected. Even in the more severe side pole impact, protection of the chest was adequate and that of other body regions was good. In the Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. The standard-fit autonomous emergency braking (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur.

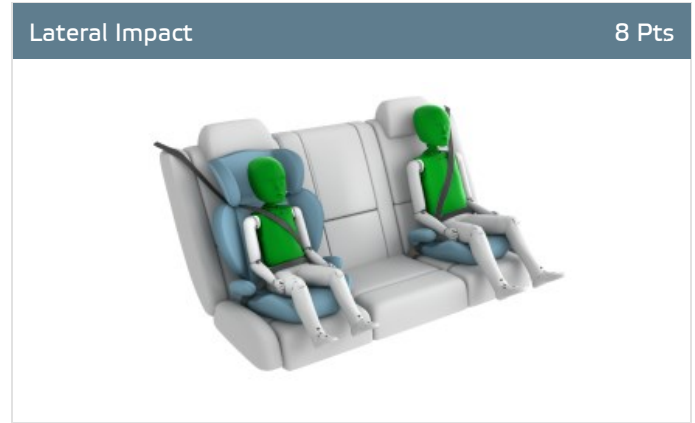
**CHILD OCCUPANT**

Total 43.7 Pts / 89%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

Crash Test Performance based on 6 & 10 year old children

23.7 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP*  
 Restraint for 10 year old child: *Booster Cushion*

**Safety Features**

8.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	●	●	✘
i-Size	●	●	✘
Integrated CRS	✘	✘	✘

Fitted to test car as standard
  Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

● Install without problem   ● Install with care   ● Safety critical problem   ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



BeSafe iZi Flex FIX i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)




Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 43.7 Pts / 89%

## ■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix &amp; EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



## Comments

In both the frontal offset and the side barrier tests, protection of the 6 and 10 year children was good or adequate. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Clio is designed could be properly installed and accommodated.



## CHILD OCCUPANT

Total 43.7 Pts / 89%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	●	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	●	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	●	●	—	●
BeSafe iZi Flex FIX i-Size (iSize)	●	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	●	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	●	●	—	●
Britax Römer Duo Plus (ISOFIX)	●	●	—	●
Britax Römer KidFix XP (ISOFIX)	●	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy   
 ● Difficult   
 ● Safety critical   
 ✘ Not allowed   
 — Not available

## Comments

In both the frontal offset and the side barrier tests, protection of the 6 and 10 year children was good or adequate. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Clio is designed could be properly installed and accommodated.

 **VULNERABLE ROAD USERS**

Total 34.8 Pts / 72%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

VRU Impact Protection	23.6 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">15.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.4 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.1 Pts</td> </tr> </table>	Head Impact	15.1 Pts	Pelvis Impact	3.4 Pts	Leg Impact	5.1 Pts
Head Impact	15.1 Pts						
Pelvis Impact	3.4 Pts						
Leg Impact	5.1 Pts						

Vulnerable Road Users		11.2 / 12 Pts
System Name	Active Emergency Braking System	
Type	Auto-Brake with Forward Collision Warning	
Operational From	7 km/h	

**Comments**

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian over most of its surface, with some poor results recorded on the stiff windscreen pillars. Protection of the pelvis was good in places but weak and poor results were also recorded. Similarly, the protection offered to pedestrians' legs was weak at the outer edges but good elsewhere. The AEB system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles, and performed well in tests of both these functionalities.



 VULNERABLE ROAD USERS

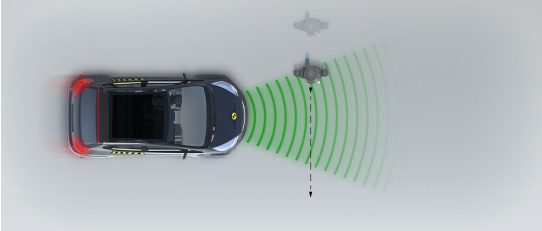
Total 34.8 Pts / 72%

AEB Pedestrian

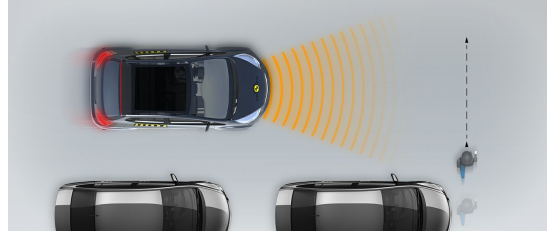


■ Day time

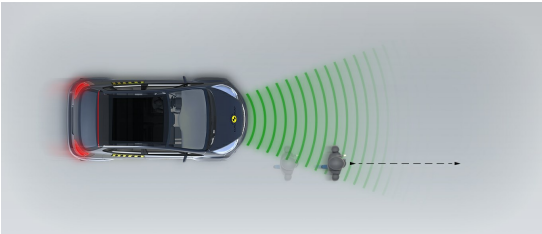
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

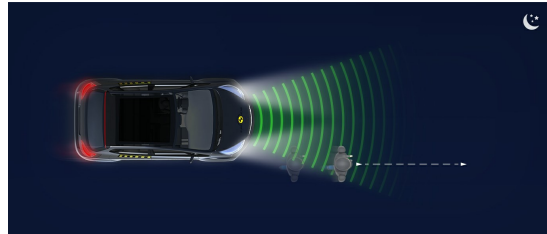


■ Night time

Adult crossing the road



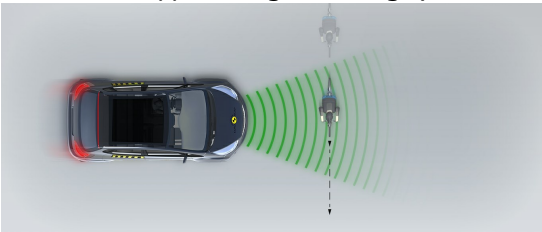
Adult along the roadside



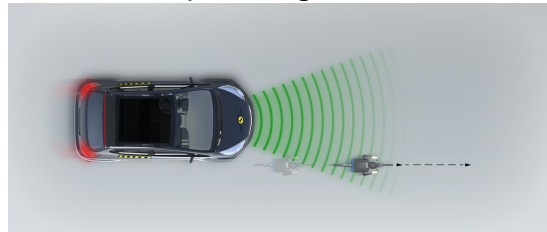
AEB Cyclist



Approaching a crossing cyclist



Cyclist along the roadside



**SAFETY ASSIST**

Total 9.9 Pts / 75%

GOOD
  ADEQUATE
  MARGINAL
  WEAK
  POOR

**Speed Assistance**

2.5 / 3 Pts

System Name	Speed Limiter with Speed Limit Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

**Seatbelt Reminder**

3.0 / 3 Pts

Applies To	Not available		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	●

● Pass   
 ● Fail   
 — Not available

**Lane Support**

2.0 / 4 Pts

System Name	Lane-Keep Assist System
Type	LKA (including LDW)
Operational From	70 km/h


**PERFORMANCE**

Lane Keep Assist	<span style="display: inline-block; width: 15px; height: 15px; background-color: green; margin-right: 5px;"></span> GOOD
Human Machine Interface	<span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; margin-right: 5px;"></span> ADEQUATE

 SAFETY ASSIST

Total 9.9 Pts / 75%

AEB Inter-Urban

 2.4 / 3 Pts

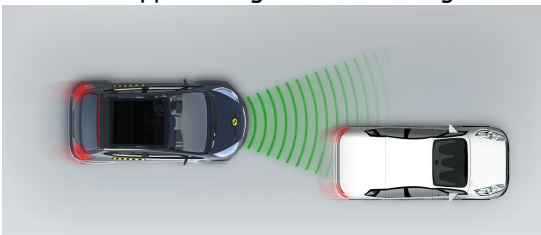
System Name	Active Emergency Braking System
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	7 km/h
Additional Information	Supplementary warning

Comments

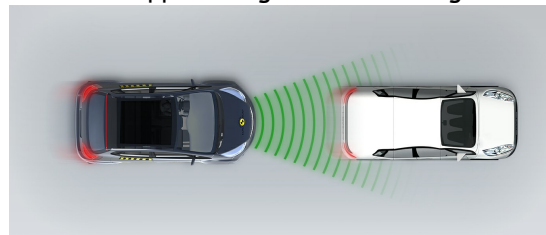
The AEB system performed well in tests of its functionality at highway speeds. The speed assistance system uses a camera to recognise the local speed limit and offers the driver the opportunity to set the limiter appropriately. The lane support system helps to prevent inadvertent drifting out of lane but does not intervene in more critical scenarios, as the systems of some cars do. There is a seatbelt reminder for the front and rear seats.

■ Autobrake function only

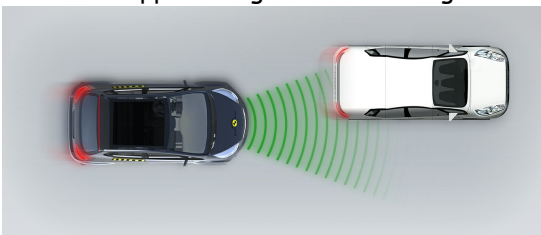
Approaching a slower moving car



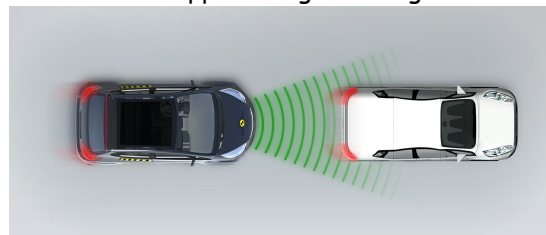
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

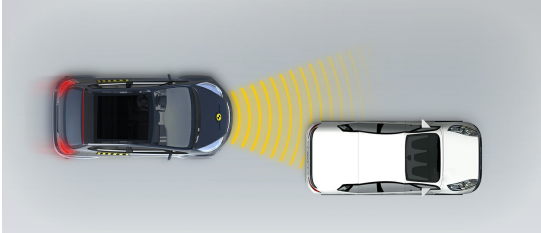


 SAFETY ASSIST

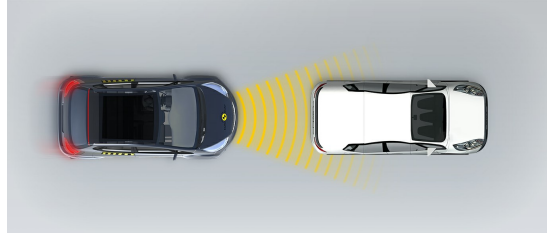
Total 9.9 Pts / 75%

■ Driver reacts to warning

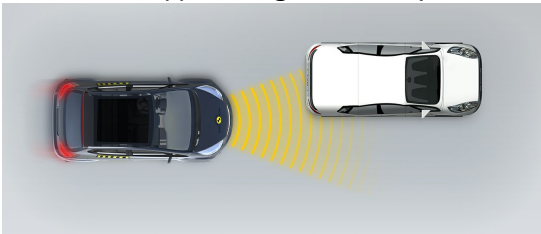
Approaching a stationary car



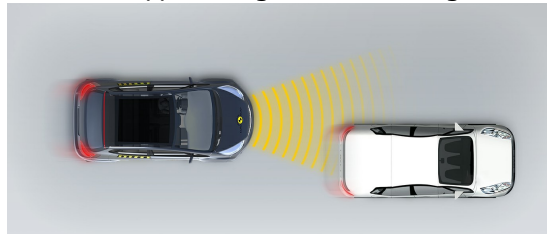
Approaching a stationary car



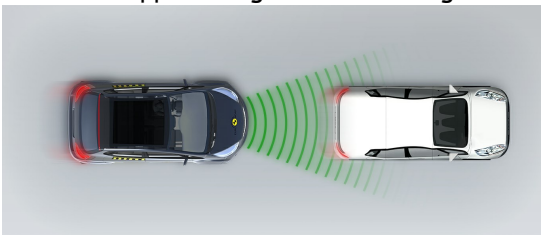
Approaching a stationary car



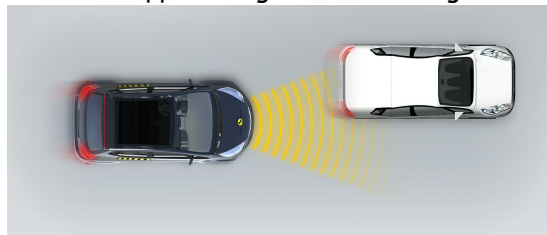
Approaching a slower moving car



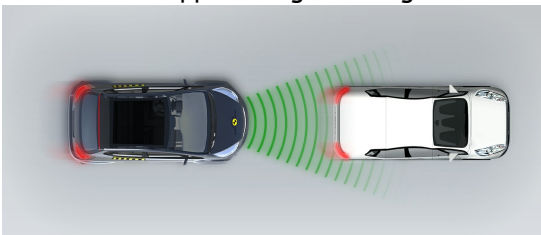
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



## RATING VALIDITY

## Variants of Model Range

Body Type	Engine & Transmission	Drivetrain	Rating Applies	
			LHD	RHD
5 door hatchback	1.0, 3 cylinder petrol SCe	4 x 2	✓	✓
5 door hatchback	1.0, 3 cylinder petrol TCe*	4 x 2	✓	✓
5 door hatchback	1.3, 4 cylinder petrol TCe	4 x 2	✓	✓
5 door hatchback	1.5, 4 cylinder diesel	4 x 2	✓	✓
5 door hatchback	E-TECH Hybrid	4 x 2	✓	✓

\* Tested variant

## Annual Reviews and Facelifts

Date	Event	Outcome	
May 2019	Rating Published	2019 ★ ★ ★ ★ ★	✓
May 2020	Annual Review	2019 ★ ★ ★ ★ ★	✓
September 2020	Addition of hybrid variant	2019 ★ ★ ★ ★ ★	✓
October 2021	Semiconductor shortage ("Zen", "Life", "Série Limitée Limited", "Business", "Intens" and "Série Limitée Lutecia" trim lines)	2019 ★ ★ ★ ★ ★	⚠
December 2021	Annual Review	2019 ★ ★ ★ ★ ★	✓
May 2022	Covid alert removed*	2019 ★ ★ ★ ★ ★	
February 2023	Annual Review	2019 ★ ★ ★ ★ ★	✓