Renault 4 E-Tech Electric

Standard Safety Equipment

2024

Adult Occupant: 79%

Child Occupant: 85%

Vulnerable Road Users: 73%

Safety Assist: 68%

SPECIFICATION

Tested Model	Renault 4 E-TECH EV52 Techno, LHD
Body Type	- 5 door hatchback
Year Of Publication	2024
Kerb Weight	1449kg
VIN From Which Rating Applies	- all Renault 4 E-Tech Electric
Class	Small Family Car

General comments

The Renault 4 E-Tech Electric is a partner model to the Renault 5 E-Tech Electric tested by Euro NCAP in 2024. Additional tests have been performed but many are read across from the Renault 5 assessment.

SAFETY EQUIPMENT

OTHER SYSTEMS	
Active Bonnet	✖
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	○
Cyclist Dooring Prevention	○
AEB Motorcyclist	●
AEB Car-to-Car	●
Speed Assistance	●
Lane Assist System	●
Fatigue / Distraction Detection	●

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 32.0 Pts / 79%

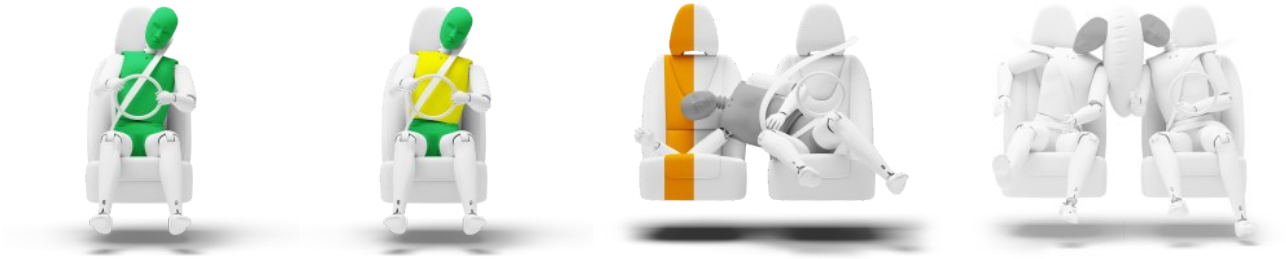
GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact 12.5 / 16 Pts

Mobile Progressive Deformable Barrier

Full Width Rigid Barrier

Lateral Impact 12.5 / 16 Pts



Side Mobile Barrier

Side Pole

Far-Side Excursion

Occupant Interaction

Rear Impact 4.0 / 4 Pts

Rear Seat

Front Seat

ADULT OCCUPANT

Total 32.0 Pts / 79%

GOOD ADEQUATE MARGINAL WEAK POOR

Rescue and Extrication	3.0 / 4 Pts
Rescue Sheet	Available, ISO compliant
Advanced eCall	Available
Multi Collision Brake	Available
Submergence Check	Compliant

Comments

The passenger compartment of the Renault 4 E-Tech Electric remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. Renault demonstrated that a similar level of protection is provided to occupants of different sizes or those sitting in different positions. The driver's chest protection was rated as marginal, based on readings of compression. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Renault 4 E-Tech Electric would be a benign impact partner in a frontal collision. In the full-width rigid barrier test, protection of the rear passenger's chest was rated as marginal, based on dummy readings of compression. Otherwise, all critical parts of the body were well or adequately protected for both occupants. In the side barrier test, protection of all critical body regions was good, and the Renault 4 E-Tech Electric scored maximum points in this part of the assessment. In the more severe side pole impact, protection was good or adequate. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be marginal. The Renault 4 E-Tech Electric does not have a countermeasure to mitigate against occupant-to-occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The car has an advanced eCall system which alerts the emergency services in the event of a crash, and a system to prevent secondary impacts after the car has been in a collision. Renault demonstrated that the doors and windows would be openable to allow occupants to escape in the event of vehicle submergence.

CHILD OCCUPANT

Total 41.9 Pts / 85%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children — 22.9 / 24 Pts

Frontal Impact	14.9 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix i-Size*
Restraint for 10 year old child: *Peg pereggo viaggio 2-3 shuttle*

Safety Features — 7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✖
i-Size	○	●	✖
Integrated CRS	✖	✖	✖
Top tether	○	●	✖
Child Presence Detection	✖	✖	✖

● Fitted to test car as standard ○ Not on test car but available as option ✖ Not available

CRS Installation Check — 12.0 / 12 Pts

i-Size	Seat Position				
	Front		2nd row		
			Left	center	Right
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON — Rearward facing restraint installation not allowed — Airbag OFF

CHILD OCCUPANT

Total 41.9 Pts / 85%

Isofix	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●
	–	–	●	–	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Seatbelt Attached	Seat Position				
	Front		2nd row		
	Airbag ON	Airbag OFF	Left	center	Right
	✖	●	●	●	●
	●	✖	●	●	●
	●	✖	●	●	●
	●	✖	●	●	●
	●	✖	●	✖	●
	✖	●	●	✖	●

● Easy ● Difficult ● Safety critical ✖ Not allowed

Airbag ON Rearward facing restraint installation not allowed Airbag OFF

CHILD OCCUPANT

Total 41.9 Pts / 85%

Comments

In both the frontal offset test and the side barrier impact, protection of all critical parts of the body was good for the 6 and 10 year dummy, and the Renault 4 E-Tech Electric scored maximum points in this part of the assessment. 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. The Renault 4 E-Tech Electric is not equipped with a 'child presence detection' system, to warn when a child may have been left in the car. All child restraint types for which the Renault 4 E-Tech Electric is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 46.3 Pts / 73%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

VRU Impact Protection

25.1 / 36 Pts

Pedestrian & Cyclist Head	10.5 Pts
Pelvis	2.4 Pts
Femur	4.5 Pts
Knee & Tibia	7.7 Pts

VRU Impact Mitigation

21.2 / 27 Pts

System Name	Active Emergency Braking System
Type	Auto-Brake with Forward Collision Warning
Operational From	8 km/h

PERFORMANCE |

AEB Pedestrian

5.8 / 9 Pts

Scenario	Day time	Night time
Car reversing into adult or child		–
Adult crossing a road into which a car is turning		–
Adult crossing the road		
Child running from behind parked vehicles		
Adult along the roadside		

– Currently not tested

AEB Cyclist

7.4 / 8 Pts

Scenario	Day time
Approaching cyclist crossing from behind parked vehicles	
Turning across path of an oncoming cyclist	
Approaching a crossing cyclist	
Approaching a cyclist along the roadside	

VULNERABLE ROAD USERS

Total 46.3 Pts / 73%

GOOD ADEQUATE MARGINAL WEAK POOR

Cyclist Dooring Prevention

0.0 / 1 Pts

Scenario	
Dooring a passing cyclist	option, not tested"

AEB Motorcyclist

6.0 / 6 Pts

Scenario	Autobrake function only	Driver reacts to warning
Approaching a stationary motorcyclist		
Approaching a braking motorcyclist		
Turn across the path of an oncoming motorcyclist		–

– Currently not tested

Lane Support Motorcyclist

2.0 / 3 Pts

Scenario	Day time
Changing lane across the path of an oncoming motorcyclist	
Changing lane across the path of an overtaking motorcyclist	

Comments

Protection of the head of a struck pedestrian or cyclist was predominantly good or adequate, with a few poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was mixed, while that of the femur was good at all test locations. Protection of the knee and tibia was predominantly good. The autonomous emergency braking (AEB) system of the Renault can respond to vulnerable road users as well as to other vehicles. The system's response both to pedestrians was adequate. A system to protect pedestrians to the rear of the car is an option and was not included in this assessment. The system's performance in tests of its reaction to cyclists was good but protection against 'dooring' (where a door is suddenly opened in the path of a cyclist approaching from behind) is an option and not assessed. Performance of the AEB system was good in tests of its response to motorcyclists.

SAFETY ASSIST

Total 12.4 Pts / 68%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

1.7 / 3 Pts

System Name	Traffic Sign Recognition
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	Intelligent Speed Limiter not default ON (accurate to 5km/h)

Occupant Status Monitoring

1.3 / 3 Pts

Seatbelt Reminder

1.0 / 1 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant Detection	–	●	●

● Pass ● Fail – Not available

Driver Monitoring

0.3 / 2 Pts

System Name	Driver Vigilance Warning
Type	Indirect monitoring
Operational From	65 km/h
Fatigue	Drowsiness

SAFETY ASSIST

Total 12.4 Pts / 68%

Lane Support

2.3 / 3 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

7.2 / 9 Pts

System Name	Active Emergency Braking System
Type	Autonomous emergency braking and forward collision warning
Operational From	7 km/h
Sensor Used	camera and radar

Scenario	Autobrake function only	Driver reacts to warning
Approaching a car crossing a junction		
Approaching a car head-on		–
Turning across the path of an oncoming car		–
Approaching a stationary car		
Approaching a slower moving car		–
Approaching a braking car		–

– Currently not tested

SAFETY ASSIST

Total 12.4 Pts / 68%

Comments

Overall, the performance of the autonomous emergency braking (AEB) system was good in tests of its reaction to other vehicles, with impacts being avoided in most tests. A seatbelt reminder system is fitted as standard to the front and rear seats. The car has an indirect driver status monitoring system as standard, detecting driver fatigue but not distraction. The lane support system gently corrects the vehicle's path if it is drifting out of lane and also intervenes in some more critical situations. The speed assistance system identifies the local speed limit. The driver can choose to allow the limiter to be set automatically by the system.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door hatchback	E-Tech EV52 150 HP	Comfort Range 150 HP *	4 x 2	✓	✓
5 door hatchback	E-Tech EV40 120 HP	Urban Range 120 HP	4 x 2	✓	✓

* Tested variant: Renault 5 E-Tech EV52 150 HP + additional tests on Renault 4 E-Tech EV52

Annual Reviews and Facelifts

Date	Event	Outcome	
May 2025	Rating Published	2024 ★★★★☆	✓