



Renault 5 E-Tech Electric
Standard Safety Equipment

2024



Adult Occupant



80%

Child Occupant



80%

Vulnerable Road Users



76%

Safety Assist



68%

SPECIFICATION

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

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘
Centre Airbag	✘	✘	—

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
Child presence detection	—	✘	✘
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

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 32.3 Pts / 80%


 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Impact 12.4 / 16 Pts




Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 12.9 / 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 32.3 Pts / 80%

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 5 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and front passenger. Renault were not able to demonstrate that all areas of the dashboard would provide the same level of protection to occupants of different sizes or those sitting in different positions, and the score was penalised. 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 5 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 both the side barrier test and the more severe side pole impact, protection of all critical body regions was good, and the Renault 5 scored maximum points in this part of the assessment. 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 5 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.

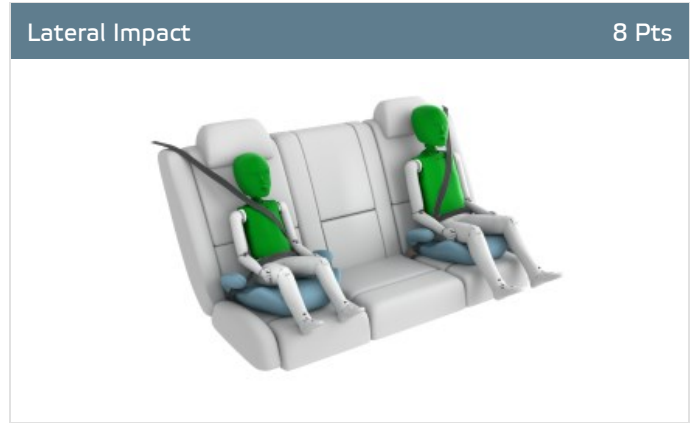
CHILD OCCUPANT

Total 39.5 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.2 / 24 Pts



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

Safety Features

5.0 / 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

11.3 / 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

Version 251124

CHILD OCCUPANT

Total 39.5 Pts / 80%

Isofix	Seat Position				
	Front		2nd row		
			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		
			Left	center	Right
	✗	●	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	●	●
	●	✗	●	✗	●
	✗	●	●	✗	●

● Easy ● Difficult ● Safety critical ✗ Not allowed
 Airbag ON Rearward facing restraint installation not allowed Airbag OFF

Version 251124



CHILD OCCUPANT

Total 39.5 Pts / 80%

Comments

In both the frontal offset test and the more severe side pole impact, protection of all critical parts of the body was good for the 6 and 10 year dummy, apart from the necks of both in the frontal impact, where protection was 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. The Renault 5 is not equipped with a 'child presence detection' system, to warn when a child may have been left in the car. The rear centre seat could not properly accommodate the child restraints used by Euro NCAP for its assessment but other seating positions met the requirements.

VULNERABLE ROAD USERS

Total 48.2 Pts / 76%



VRU Impact Protection

27.0 / 36 Pts



Pedestrian & Cyclist Head	10.2 Pts
Pelvis	3.3 Pts
Femur	4.5 Pts
Knee & Tibia	9.0 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



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 48.2 Pts / 76%

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 adequate, with a few poor results recorded only on the stiff windscreen pillars. Protection of the pelvis was good at all test locations. Protection of the pelvis was mostly good, while that of the femur and that of the knee and tibia was good at all test locations. 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		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
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	✓	✓
5 door hatchback	E-Tech EV40 90 HP	Urban Range 90 HP	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2024	Rating Published	2024 ★ ★ ★ ★ ☆ ✓