



Renault Twingo

RATING	SCORE
 ADULT OCCUPANT ★★☆☆☆	23 Front: 8 Side: 15
 PEDESTRIAN ★★☆☆☆	10

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, forward facing
3 year old Child	Britax Roemer Duo, forward facing

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"/>

Comments

The Twingo has just undergone a facelift, but its design dates back a decade. This showed in its test results. Its cabin was damaged badly in the front impact but remained stable. However, the car did better in the side impact, where the head and thorax airbag protected the driver well. But, although the Twingo's child restraints were vehicle-specific ISOFIX with top tethers, the protection they gave was average. The same is true for the car's pedestrian protection. Its large windscreen provides some head protection for adult pedestrians.

Front impact

The body protected adequately during the crash, but some welds in its driver's door pillar came apart. While the door and its sill remained straight, the roof rail was damaged. The steering wheel moved excessively, although the airbag cushioned the driver's head. His upper legs were put at risk, however, by hard points behind the fascia. Although the footwell did not rupture, he risked severe feet injuries from displacement of the clutch pedal. For a small car, the passenger's chest was unusually well protected.

Side impact

The driver was well protected by a head and thorax airbag that cushioned his head against the side window. His chest, abdomen and pelvis were also safeguarded. Despite the door-located side impact beam, the door intruded excessively into the car.

Child occupant

Both children used identical forward-facing vehicle specific ISOFIX restraints with top tethers. But neither was fully protected and they risked neck and chest injuries in the frontal impact. The passenger airbag could be turned off to allow a rear-facing restraint to be used on the front passenger seat. However the warning label explaining how to use the switch could be peeled off and lost. Warning labels on the sun visors were permanent and met Euro NCAP's requirements.

Pedestrian protection

No image car front available

Car details

Hand of drive	LHD
Tested model	Renault Twingo 1.2ltr
Body type	4-seat supermini
Year of publication	2003
Kerb weight	840
VIN from which rating applies	0640326*****

Pedestrian

Most of the protection the Twingo gave was thanks to its short bonnet and cushioning from its large windscreen. The bumper and the leading edge of the bonnet were unforgiving to anyone they might strike, however.