

# TEST RESULTS

## Smart fortwo



RATING	SCORE	Front: 12.9	Side: 14	Seatbelt reminder: 1
<b>ADULT OCCUPANT</b> ★★☆☆☆	<b>28</b>			
<b>PEDESTRIAN</b> ★★☆☆☆	<b>10</b>			

### Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

GOOD
ADEQUATE
MARGINAL
WEAK
POOR

### Child restraints

18 month old Child	Not applicable
3 year old Child	Not applicable

### Pedestrian protection



Pedestrian protection

GOOD
ADEQUATE
MARGINAL

### 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 type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

### Car details

Tested model	smart fortwo, 999cc "passion", LHD
Body type	2 door
Year of publication	2007
Kerb weight	750kg
VIN from which rating applies	Applies to all applies fortwos

### Comments

#### Front impact

The passenger cell remained stable during the impact. Structures in the dashboard presented a risk of injury to the knees and femurs of the driver and passenger.

#### Side impact

The dummy's head contacted the rubber window trim on the cant rail, leading to a high deceleration. However, the data recorded by the dummy suggested an adequate level of head protection. A side impact airbag to protect the chest and the head is available as an option but was not fitted to the test vehicle.

#### Child occupant

There are no rear seats in the smart fortwo so child protection was not rated. An option package is available from smart which includes ISOFIX anchorages for the passenger seat and a switch to disable the passenger's side frontal airbag. The label warning of the dangers of fitting a rearward facing child restraint without first disabling the airbag was inadequate.

#### Pedestrian

The bumper scored maximum points for the protection it offered to pedestrians' legs. However, the front edge of the bonnet scored no points and those areas which might be struck by pedestrians' heads were rated as predominantly poor.