

TEST RESULTS

Peugeot 208

Peugeot 208, 1.4 diesel 'Active', LHD

2012 ★★★★★



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 32 pts | 88%

FRONTAL IMPACT

14,2 pts



Driver



Passenger

SIDE IMPACT CAR

7,9 pts

SIDE IMPACT POLE

7 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,7 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	15mm
Steering wheel rearward	none
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	none
Concentrated loads on knees	none

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	clutch - 29mm
Upward pedal movement	none

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard cloth, 4 way manual
Head restraint type	Passive
Geometric assessment	1 pts

TESTS

- High severity	2,7 pts
- Medium severity	1,9 pts
- Low severity	2 pts

TEST RESULTS

CHILD OCCUPANT

Total 38 pts | 78%

18 MONTH OLD CHILD

Restraint Fair G0/1S
Group 0, 1
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE 11 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Römer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 10,5 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

5 pts

Airbag warning Label

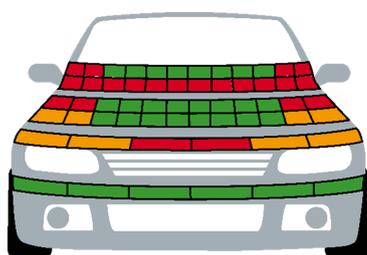
Text and pictogram label permanently attached to both sides of the passenger sun visor

PEDESTRIAN

Total 22 pts | 61%

SAFETY ASSIST

Total 6 pts | 83%



GOOD
MARGINAL
POOR

HEAD 12,5 pts
PELVIS 3,5 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE 0,8 pts

- Active, Standard Pass

ELECTRONIC STABILITY CONTROL (ESC) 3 pts

- ESP Pass

Yaw rate ratio (1.00s) 7,23 %
 Yaw rate ratio (1.75s) 2,14 %
 Lateral displacement (1.07s) 3,07 m

SEATBELT REMINDER 2 pts

- driver Pass
 - passenger Pass
 - rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Peugeot 208, 1.4 diesel 'Active', LHD
Body type	5 door hatchback
Year of publication	2012
Kerb weight	1088kg
VIN from which rating applies	applies to all 208 of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	
Front passenger frontal airbag	
Side body airbags	front seats
Side head airbags	front and rear seats
Speed Limitation Assistance	
Electronic Stability Control	
Seatbelt Reminder	driver and front passenger

COMMENTS

Adult occupant

The passenger compartment of the 208 remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Peugeot showed that a similar level of protection would be provided for occupants of different sizes and to those sat in different positions. In the side barrier test, protection of the chest was adequate and that of other body regions was good. In the more severe side pole test, protection of the chest was marginal. The seat and head restraint provided marginal protection against whiplash injuries in the event of a rear-end collision.

Child occupant

In the frontal impact, forward movement of the head of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained by the protective shells of their restraints, minimising the likelihood of contact with parts of the car's interior. The passenger airbag can be disabled by means of a switch, allowing a rearward facing child restraint to be used in the passenger seat. However, labelling of the switch positions was not sufficiently clear and the system was not rewarded. There were clear warnings of the dangers of using a rearward facing restraint in that seating position without having deactivated the airbag.

Pedestrian

The bumper provided good protection to pedestrians and the car scored maximum points in this area. The front edge of the bonnet was at best marginal in the protection offered to pedestrians. In most areas where a child's head might strike, the bonnet provided good protection but was predominantly poor in those areas likely to be struck by an adult's head.

Safety assist

Electronic stability control is standard equipment on the 208 and met Euro NCAP's requirements. A seatbelt reminder is standard for the driver and front passenger seats. A driver-set speed limitation device is also standard equipment.