

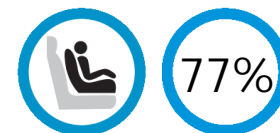
# Peugeot 2008

Peugeot 2008 1.2 Vti 'Active', LHD

2013



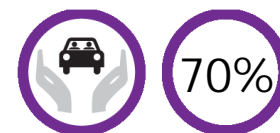
ADULT OCCUPANT



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	1,9 pts

# TEST RESULTS

## CHILD OCCUPANT

Total 38 pts | 77%

### CRASH TEST PERFORMANCE

#### 18 MONTH OLD CHILD

**Restraint** Fair G0/1S  
**Facing** rearward facing  
**Installation** ISOFIX and Supportleg



PERFORMANCE **11,7 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 Roemer Duo Plus  
**Facing** forward facing  
**Installation** ISOFIX and TopTether



PERFORMANCE **10,5 pts**

#### FRONTAL IMPACT

**Head forward movement** protected  
**Head acceleration** good  
**Chest load** fair

#### SIDE IMPACT

**Head containment** protected  
**Head acceleration** good

### CHILD SAFETY FEATURES AND CRS INSTALLATION CHECK



Isifix

**Safety features score** **4 pts**  
**Installation check score** **12 pts**

*Pass* Install without problem  
*Partial Fail* Install with care  
*Fail* Safety critical problem  
*Exempt* Installation not allowed

	SEAT POSITION							
	FRONT		2nd ROW			3rd ROW		
	CENTER	RIGHT	LEFT	CENTER	RIGHT	LEFT	CENTER	RIGHT
Maxi Cosi Cabriofix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer King Plus (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Römer Duo Plus (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Cabriofix and EasyFix (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
BeSafe iZi Kid X3 ISOfix (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
Maxi Cosi Pearl and Familyfix (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
Römer KidFix (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A
Römer BabySafe (Seatbelt)	N/A	Pass	Pass	Exempt	Pass	N/A	N/A	N/A
FAIR G0/1 (ISOFIX)	N/A	N/A	Pass	Exempt	Pass	N/A	N/A	N/A

**PEDESTRIAN**

Total 26 pts | 72%



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

<b>HEAD</b>	16 pts
<b>PELVIS</b>	4,2 pts
<b>LEG</b>	6 pts

**SAFETY ASSIST**

Total 6 pts | 70%

**SPEED ASSISTANCE SYSTEM** 1,3 pts

Standard	
Speed Information	0
Speed Assistance (Manual)	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 and passenger	Pass
- rear	Not Available

## DETAILS OF TESTED CAR

### SPECIFICATIONS

<b>Tested model</b>	Peugeot 208 1.2 Vti 'Active', LHD
<b>Body type</b>	5 door hatchback
<b>Year of publication</b>	2013
<b>Kerb weight</b>	1111kg
<b>VIN from which rating applies</b>	applies to all 2008s of the specification tested

### SAFETY EQUIPMENT

<b>Front seatbelt pretensioners</b>
<b>Front seatbelt load limiters</b>
<b>Driver frontal airbag</b>
<b>Front passenger frontal airbag</b>
<b>Side body airbags</b>
<b>Side head airbags</b>
<b>Speed Limitation Assistance</b>
<b>Electronic Stability Control</b>
<b>Seatbelt Reminder</b>

## COMMENTS

The Peugeot 208 is structurally almost identical to the 208 on which it is based. Euro NCAP has reviewed data that shows equivalence in test results between the two vehicles in many tests. Where these tests have not changed fundamentally since 2012, when the Peugeot 208 was assessed, the results of the 208 have been carried over. For those areas where the assessment has changed significantly, new tests have been done to assess the performance of the 2008.

### Adult occupant

Tests were carried over from the Peugeot 208. Crash data has been reviewed that shows the 2008 performs equivalently in these tests. The passenger compartment 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

Dynamic tests were carried over from the Peugeot 208. 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 to allow a rearward facing child restraint to be used in the passenger seat. However, information provided to the driver regarding the status of the airbag is not 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. A check of the installation of child restraints showed that all restraint types for which the car is designed could be properly installed and accommodated in the 2008.

### Pedestrian

The methodology for testing pedestrian protection has changed since the 208 was assessed in 2012, and new tests have been done. The bonnet surface showed good or adequate protection over most of its surface, with poor results recorded only at the base of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs while the front edge of the bonnet gave good or marginal protection to the pelvis region.

### Safety assist

The 2008 has electronic stability control as standard equipment, and met Euro NCAP's test requirements. The car also has a standard-fit, driver-set speed limitation device and the front are equipped with a seatbelt reminder.