



Peugeot 508
Standard Safety Equipment

2018 ★★★★★



Adult Occupant



96%

Child Occupant



86%

Vulnerable Road Users



71%

Safety Assist



79%

SPECIFICATION

Tested Model	Peugeot 508 BlueHDi 1.5, LHD
Body Type	- 5 door sedan
Year Of Publication	2018
Kerb Weight	1434kg
VIN From Which Rating Applies	- all 508 and 508SW
Class	Large Family Car

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	✘	✘	✘

Version 221118

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

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 36.5 Pts / 96%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.3 / 8 Pts



Passenger Driver

Frontal Full Width 7.6 / 8 Pts



Rear Passenger Driver

Whiplash Rear Impact 1.7 / 2 Pts



Front seat Rear seat

Lateral Impact 16 / 16 Pts



Car Pole

 ADULT OCCUPANT

Total 36.5 Pts / 96%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

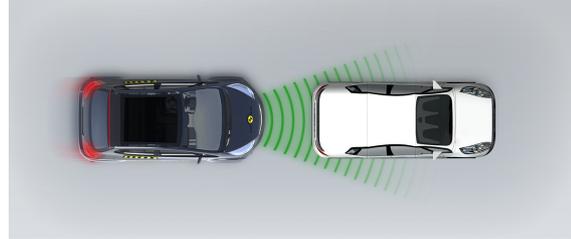
AEB City

 4 / 4 Pts

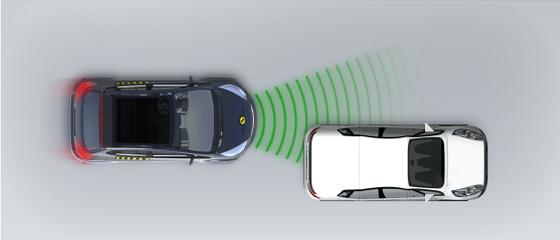
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

Total 36.5 Pts / 96%

Comments

The passenger compartment of the 508 remained stable in the frontal offset test. 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 to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the chest was marginal for the driver and adequate for the rear passenger, and protection of all other critical body areas was good. In both the side barrier impact and the more severe side pole test, maximum points were scored, with good protection of all critical body areas. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

CHILD OCCUPANT

Total 42.4 Pts / 86%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

23.4 / 24 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP*
 Restraint for 10 year old child: *GRACO Booster*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✘
i-Size	○	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard ○ Not on test car but available as option ✘ Not available

CRS Installation Check

12 / 12 Pts

● Install without problem ○ Install with care ● Safety critical problem ✘ Installation not allowed

■ i-Size CRS



CHILD OCCUPANT

Total 42.4 Pts / 86%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 42.4 Pts / 86%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	□	●	□	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	□	●	□	●
BeSafe iZi Kid X2 i-Size (iSize)	□	●	□	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	□	●	□	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	□	●	□	●
Britax Römer Duo Plus (ISOFIX)	□	●	□	●
Britax Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

Comments

In the frontal offset and side barrier tests, protection of the 6 and 10 year dummies was good or adequate for all critical body areas. 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. All of the restraint types for which the 508 is designed could be properly installed and accommodated in the car.

VULNERABLE ROAD USERS

Total 34.5 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Impact Protection	27 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.7 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	16.7 Pts	Pelvis Impact	4.3 Pts	Leg Impact	6 Pts
Head Impact	16.7 Pts						
Pelvis Impact	4.3 Pts						
Leg Impact	6 Pts						

Vulnerable Road Users	7.6 / 12 Pts
System Name	Active Safety Brake
Type	Auto-Brake with Forward Collision Warning

Comments

The 508 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to the hard structures in the engine compartment. Peugeot showed that the system works robustly for different pedestrian statures and across a range of speeds. Accordingly, the car was tested with the bonnet in the raised position. The protection provided by the bonnet to the head of a struck pedestrian was good over almost all of the bonnet surface, with poor results seen along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis was mixed. The AEB system is able to detect vulnerable road users such as pedestrians and cyclists. In most tests of these functionalities, the system performed adequately.

 VULNERABLE ROAD USERS

Total 34.5 Pts / 71%

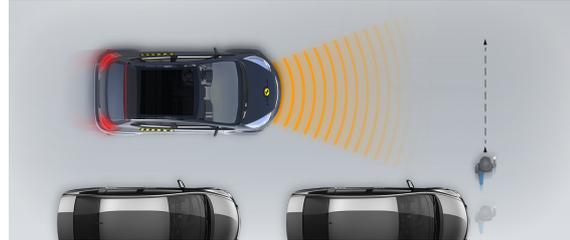
AEB Pedestrian ■

■ Day time

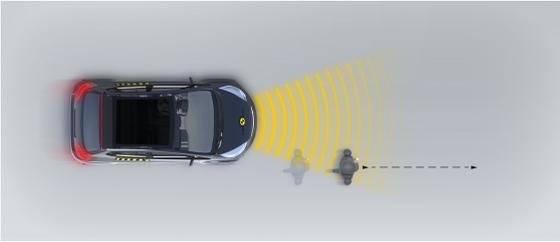
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road

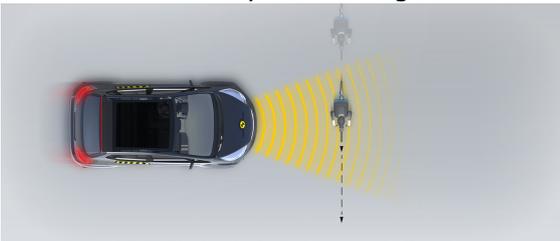


Adult along the roadside

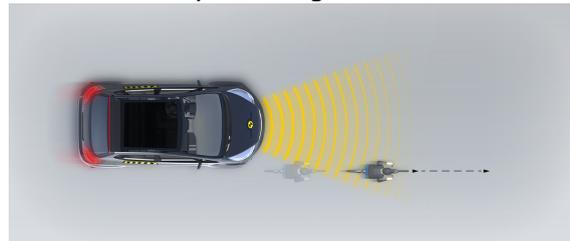


AEB Cyclist ■

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.3 Pts / 79%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Speed Assistance

2.5 / 3 Pts

System Name	Speed Limiter with Speed Limit Recognition
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

Applies To	Not available		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

Pass
 Fail
 Not available

Lane Support

3.3 / 4 Pts

System Name	Lane Departure Prevention
Type	LKA and ELK
Operational From	60 km/h

PERFORMANCE	
Emergency Lane Keeping	 GOOD
Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE

 SAFETY ASSIST

Total 10.3 Pts / 79%

AEB Interurban

 2.1 / 3 Pts

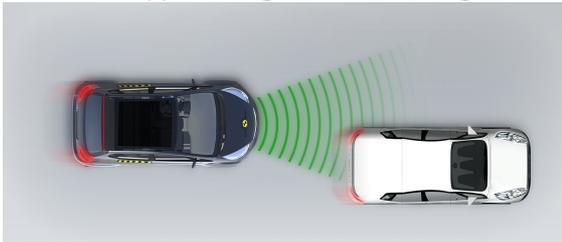
System Name	Active Safety Brake
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

Comments

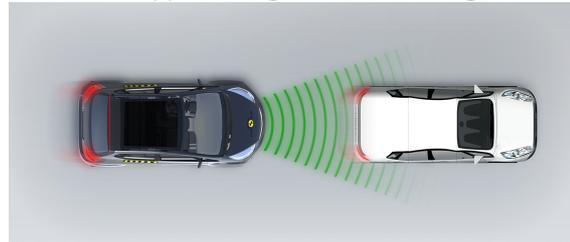
The 508 has a seatbelt reminder system for the front and rear seats. The AEB system performed adequately in various tests of its functionality at highway speeds. A standard-fit lane-keep assist system helps to keep the car from drifting out of lane and can also intervene in more severe emergency situations. A camera-based speed assistance system identifies and displays the local speed limit, allowing the driver to set the speed limiter appropriately.

■ Autobrake function only

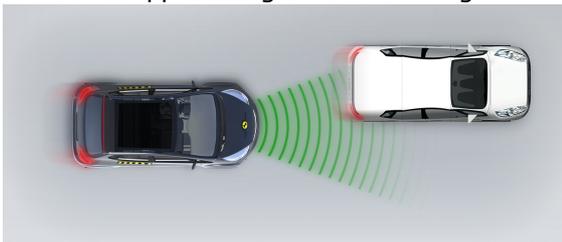
Approaching a slower moving car



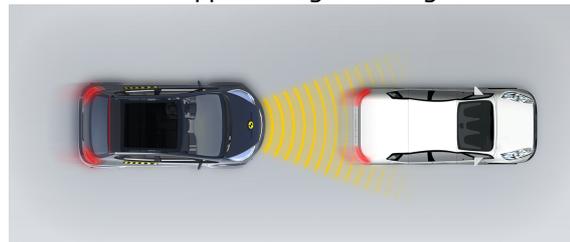
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

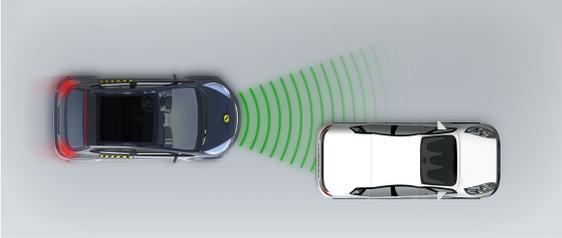


 SAFETY ASSIST

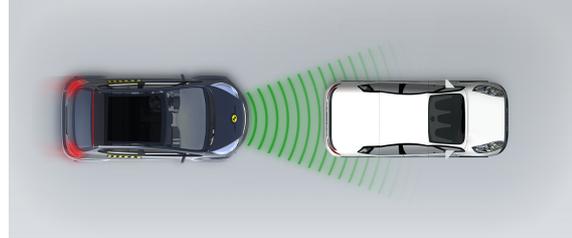
Total 10.3 Pts / 79%

■ Driver reacts to warning

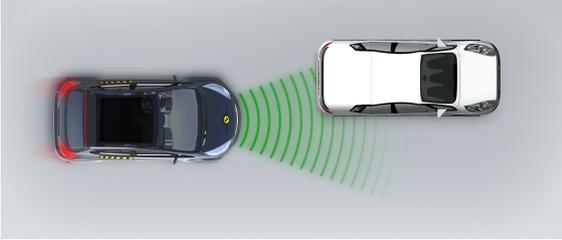
Approaching a stationary car



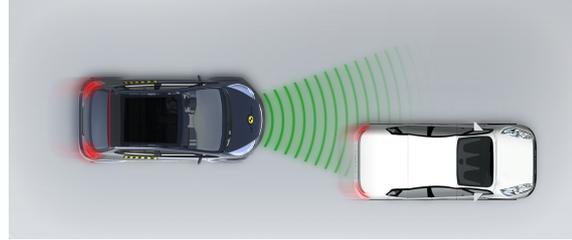
Approaching a stationary car



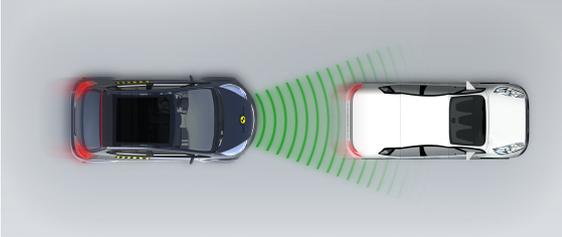
Approaching a stationary car



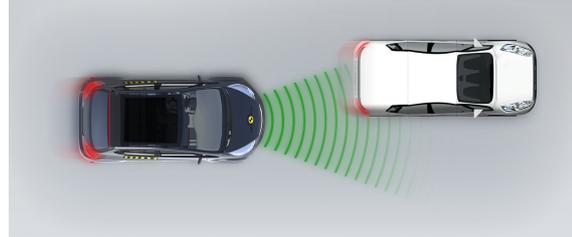
Approaching a slower moving car



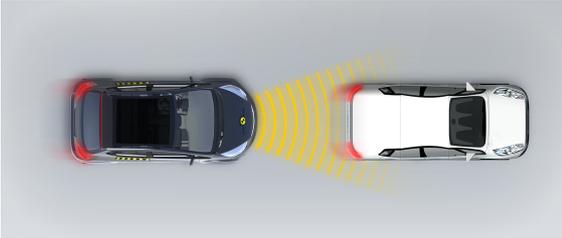
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Drivetrain	Rating Applies	
			LHD	RHD
			✓	
5 door sedan	1.5 diesel*	4 x 2		✓
5 door sedan	2.0 diesel (118kW and 132kW)	4 x 2	✓	✓
5 door sedan	1.6 petrol (132kW and 165kW)	4 x 2	✓	✓
5 door estate	1.5 diesel	4 x 2	✓	✓
5 door estate	2.0 diesel (118kW and 132kW)	4 x 2	✓	✓
5 door estate	1.6 petrol (132kW and 165kW)	4 x 2	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2018	Rating Published	2018 ★★★★★ ✓