







Adult OccupantChild Occupant91%Image: Child OccupantVulnerable Road UsersSafety AssistSafety Assist68%

SPECIFICATION

Tested Model	Peugeot Rifter BlueHDi 100 Allure, LHD
Body Type	- 5 door MPV
Year Of Publication	2018
Kerb Weight	1510kg
VIN From Which Rating Applies	- all Rifters
Class	Small MPV

General comments

The rating of the Toyota PROACE CITY is based on tests done on the Peugeot Rifter, with which it is identical apart from some visual features which affect only pedestrian impact test performance. Data reviewed by Euro NCAP demonstrates that the results of all tests performed on the Rifter are valid also for the PROACE CITY.



SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	•	•	×
Belt pretensioner	•	•	٠
Belt loadlimiter	•	•	٠
Knee airbag	×	×	×
SIDE CRASH PROTECTION			
Side head airbag	•	•	٠
Side chest airbag	•	•	×
Side pelvis airbag	×	×	×
CHILD PROTECTION			
Isofix		×	٠
Integrated CRS		×	×
Airbag cut-off switch		•	
SAFETY ASSIST			
Seat Belt Reminder	•	•	٠

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

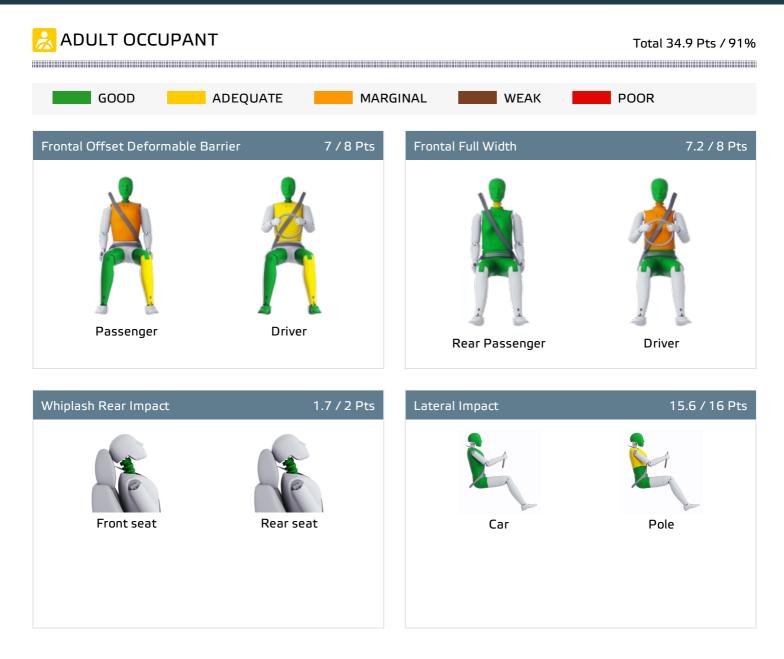
Note: Other equipment may be available on the vehicle but was not considered in the test year.

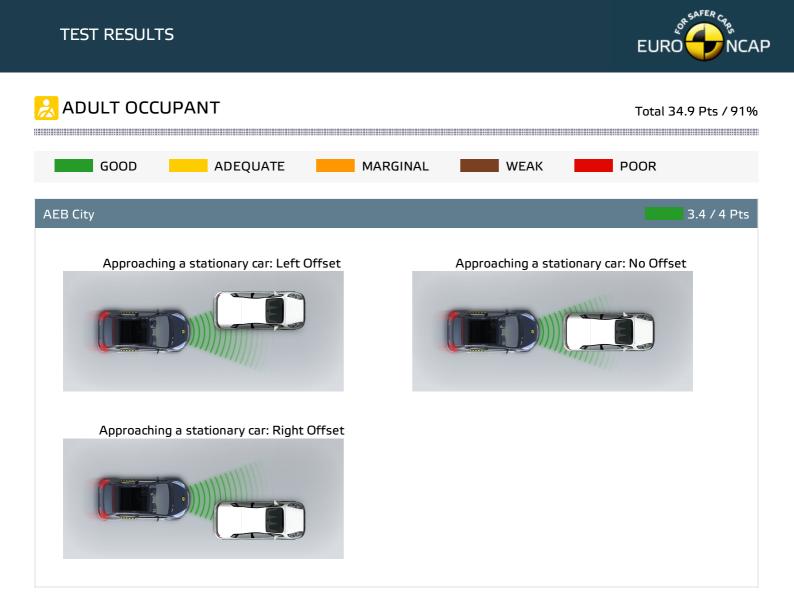
Fitted to the vehicle as standard
O Fitted to the vehicle as part of the safety pack

O Not fitted to the test vehicle but available as option or as part of the safety pack

🗙 Not available 🧼 — Not applicable









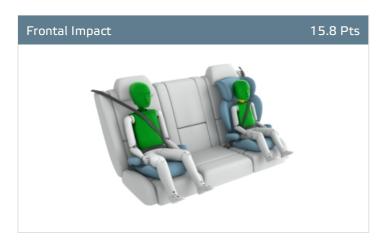
<u> ADULT OCCUPANT</u>

Total 34.9 Pts / 91%

Comments

The passenger compartment of the Rifter remained stable in the frontal offset test. Dummy readings showed good protection for the knees and femurs of both 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 driver dummy was marginal for the chest and neck and good for other critical body areas. Protection of the rear passenger was good or adequate. In the side barrier test, protection of all critical body areas was good and the Rifter scored maximum points. Even in the more severe side pole impact, protection of the chest was adequate and that of other critical body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury 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 (AEB) system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.







Restraint for 6 year old child: *Britax Römer KidFix XP* Restraint for 10 year old child: *Booster Cushion* **Safety Features**

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	×	•	•	×
i-Size	×	•	•	×
Integrated CRS	×	×	×	×

* Third row seats available as option

Fitted to test car as standard

Not on test car but available as option

🗙 Not available



9 / 12 Pts

CRS Installation Check

Install without problem

😑 Install with care

🔴 Safety critical problem

🗙 Installation not allowed

i-Size CRS



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



ISOFIX CRS



Britax Römer KidFix XP (ISOFIX)





Britax Römer Duo Plus (ISOFIX)





<u></u> CHILD OCCUPANT

Total 39.8 Pts / 81%

Universal Belted CRS



Britax Römer KidFix XP (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)







💪 CHILD OCCUPANT

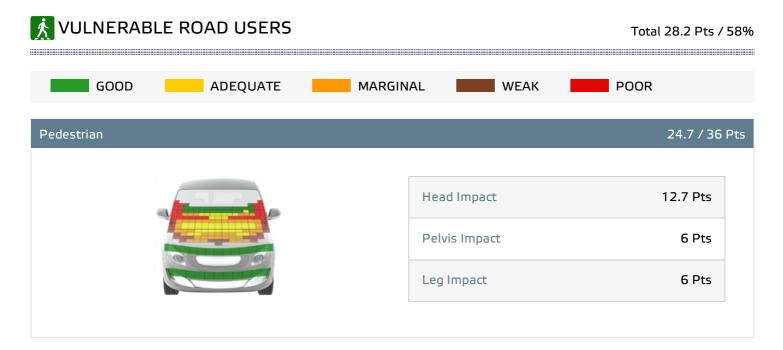
Total 39.8 Pts / 81%

		Seat Position				
	Front		2nd row		3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGH
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)			•	٠		
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)			•	٠		
BeSafe iZi Kid X2 i-Size (iSize)			•	٠		
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)						•

Comments

With the exception of the neck of the 6 year dummy, protection of which was adequate, dummy results in both the frontal offset and the side barrier impacts showed good protection for all critical body areas for the 6 and 10 year children. The front passenger airbag can be deactivated 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 Rifter is designed could be properly installed and accommodated in the car. However, ISOFIX/i-Size anchorages are optional in the second-row centre seating position in some countries and buyers should ensure they order these if they are needed. The optional third row seats are not suitable for child restraints.





Vulnerable Road Users	3.6 / 12 Pts
System Name	Active Safety Brake
Туре	Auto-Brake with Forward Collision Warning
Operational From	10 km/h

Comments

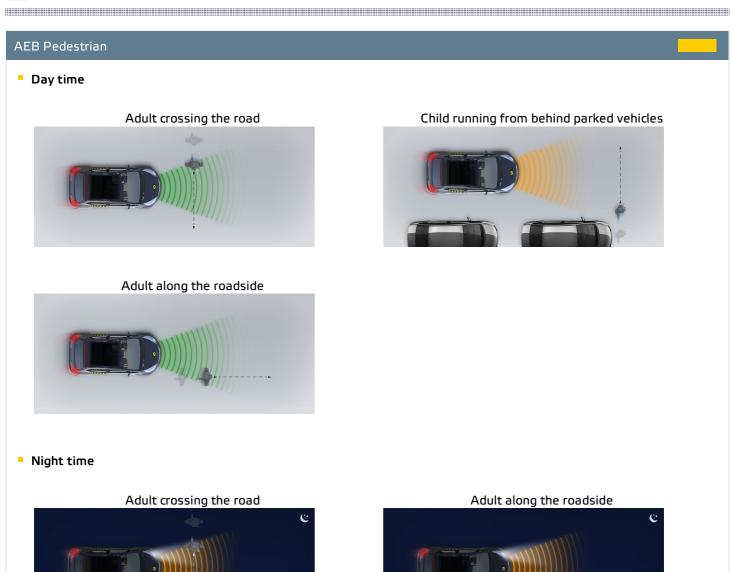
The protection provided to the head of a struck pedestrian was predominantly adequate or marginal, with poor results recorded along the base of the windscreen and on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs and protection of the pelvis was also good at all test locations. The AEB system performed well in some tests of its reaction to pedestrians but its performance overall was rated as marginal. The system does not respond to faster-moving road-users like cyclists.

Euro NCAP © Toyota PROACE CITY Dec 2019 10/15

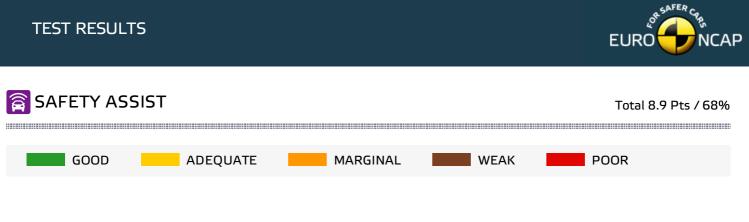


🚶 VULNERABLE ROAD USERS

Total 28.2 Pts / 58%



Euro NCAP © Toyota PROACE CITY Dec 2019 11/15



Speed Assistance

System Name	SLIF & ISA
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

1.9 / 3 Pts

2.3 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	٠	•	٠
Audible	•	•	٠
Occupant detection	—	•	•

🔵 Pass 🛛 🔴 Fail 🛛 🗕 Not available

Lane Support

3.3 / 4 Pts

System Name	Lane Keeping Assist
Туре	LKA (including LDW) and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	GOOD
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE



🛜 SAFETY ASSIST

Total 8.9 Pts / 68%

AEB Inter-Urban	1.5 / 3 Pts
System Name	Pre-Collision System
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h

Comments

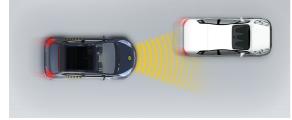
The AEB system gave marginal performance when tested at highway speeds. The Rifter has a seatbelt reminder for the front and rear seats but not for the optional third-row seats. A speed assistance system is also standard and informs the driver of the local speed limit, allowing the driver to set the limiter appropriately. A lane keeping assist system helps prevent inadvertent drifting out of lane, and also intervenes in some more critical emergency situations.

Autobrake function only

Approaching a slower moving car

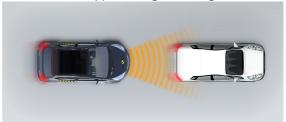


Approaching a slower moving car





Approaching a braking car







Total 8.9 Pts / 68%

Driver reacts to warning

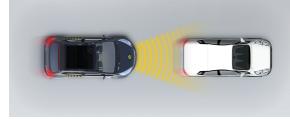




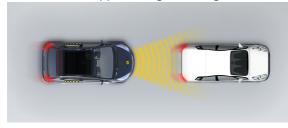
Approaching a stationary car

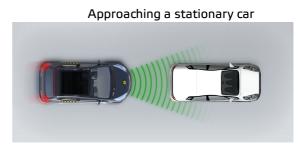


Approaching a slower moving car



Approaching a braking car





Approaching a slower moving car



Approaching a slower moving car





RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating	Applies
				LHD	RHD
5 door MPV	1.5 diesel	1.5 l D-4D, 100 & 130	4 x 2	\checkmark	~
5 door MPV	2.2 petrol	1.2 Petrol 110	4 x 2	\checkmark	\checkmark

* Tested vehicle: Peugeot Rifter BlueHDi 100 Allure, LHD

Annual Reviews and Facelifts

Date	Event	Outco	me
December 2019	Rating Published	2018 ★ ★ ★ 🏠	✓