











SPECIFICATION

TESTED MODEL	Peugeot Expert — Asphalt, 2.0 HDI 180
BODY TYPE / CATEGORY	Monocoque / N1
KERB / PAYLOAD / TEST WEIGHT	1850 kg / 1250 kg / 2475 kg
APPLIES TO	3 rd generation 2016 to present

SAFETY EQUIPMENT

SAFETY ASSIST	Driver	Passenger
Seat Belt reminder		

ADVANCED DRIVER ASSISTANCE SYSTEMS (ON TESTED VARIANT)					
AEB Car-to-Car	0				
AEB Pedestrian	0				
AEB Cyclist	×				
Lane Support Systems	0				
Speed Assist Systems					
Attention Assist	0				

	STANDARD	O FITTED AS OPTION	×	NOT AVAILABLE
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Verdict

Last year, the Expert just made it to a Silver medal position. This year, against Euro NCAP's tougher protocols, it joins its Citroen and Opel/Vauxhall stablemates in the Bronze medal rankings The Expert offers a lower-mid range choice for consumers who are interested in safety and are prepared to pay for the optional equipment.

For detailed comments see below.



SAFETY ASSIST PERFORMANCE

Total

31%

AEB CAR-TO-CAR 13.7 / 30 Pts

Туре	AEB & FCW
Operational From	0 km/h

SCENARIO	Autobrake function only	Driver reacts to warning
Approaching a stationary car		
Approaching a slower moving car		
Approaching a braking car		
Turning across the path of an oncoming car		

AEB PEDESTRIAN 1.3 / 10 Pts

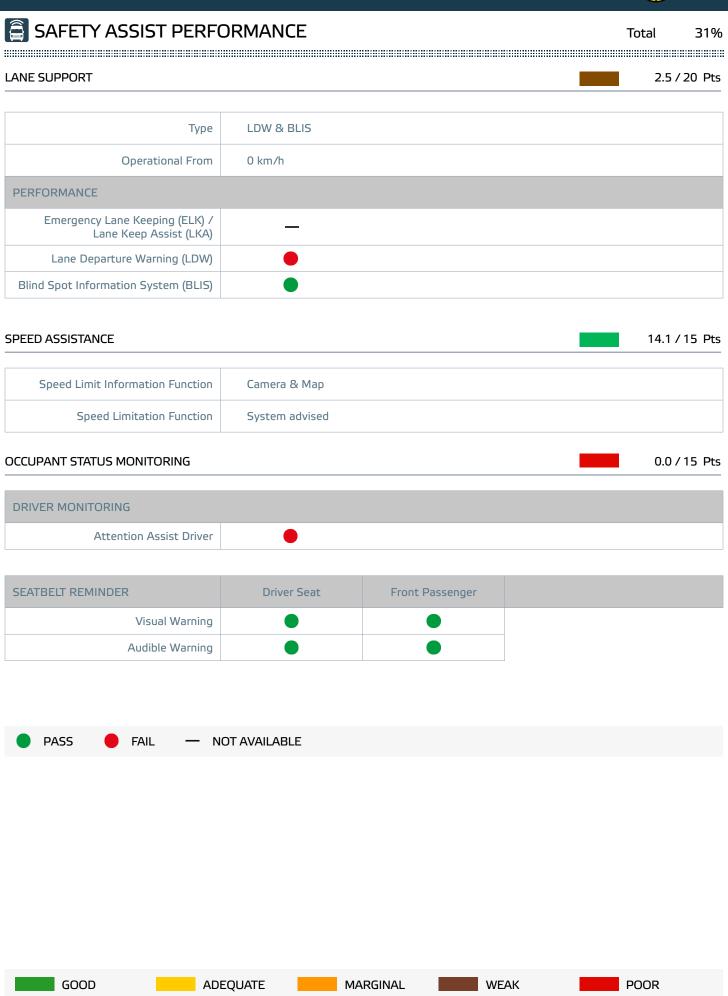
SCENARIO	Day time	Night time
Adult crossing the road		
Child running from behind parked vehicles		_
Adult along the roadside		
Vehicle reversing into standing pedestrian		
Pedestrian crossing a road into which a van is turning		

AEB CYCLIST N/A

SCENARIO	Day time
Cyclist crossing	
Cyclist along the roadside	
Cyclist from nearside, obstructed view	

GOOD







SAFETY ASSIST PERFORMANCE

Total

31%

Comment

The Expert is a 'corporate twin' to the Citroën Jumpy and is identically equipped. Autonomous emergency braking (AEB) incorporating forward collision warning (FCW) is one safety option. Up to a certain speed, the system performed well in tests where the Expert was approaching the rear of a stationary car, with collisions avoided or mitigated in most cases. However, at the higher tests speeds the FCW did not react. When approaching a slower-moving car, performance was better, and was considered adequate even at the higher test speeds. However, it was noticeable that the AEB/FCW performance was very asymmetric. If the target car was offset significantly to the right/left, good performance was maintained. However, if the target was offset significantly to the right/left, there was no reaction from the system and no degree of collision mitigation. The system showed weak performance in its response to pedestrians. In the case of a child running from behind parked cars on the nearside, performance was poor. The system does not react to cyclists.

Lane departure warning is the only lane assistance system on offer. The system met Euro NCAP's requirements when tested but was not rewarded as it is operational only at speeds above 80 km/h. A blind-spot information system is available as an option.

A speed-limit information system utilises a camera and digital mapping to inform the driver of the local speed limit. This system performed well. The driver-set speed limiter maintained the set speed with sufficient accuracy to qualify for points, unlike the Citroën Jumpy, and on the Expert the system was rewarded.

A seatbelt reminder is standard for the driver's seat and the passenger seat. However, the system failed Euro NCAP's requirements on the passenger side and was not rewarded. A driver-state monitoring system warns the driver if steering inputs characteristic of fatigued or impaired driving is detected. However, this system does not switch on by default at the beginning of each journey so no points were scored.



FITMENT

	AUTONOMOUS EMERGENCY BRAKING SYSTEMS			LANE SUPPORT SYSTEMS			SPEED ASSIST SYSTEMS		OCCUPANT STATUS MONITORING SYSTEMS		
	AEB Car-to-Car	AEB Pedestrian	AEB Cyclist	Emergency Lane Keeping / Lane Keep Assist	Lane Departure Warning	Blind Spot Information System	Speed Limit Information Function	Speed Limitation Function	Seat Belt Reminder - Driver	Seat Belt Reminder - Passenger	Attention Assist
Austria	0	0	×	×	0	0	0				0
Belgium	0	0	×	×	0	0	0				0
Bulgaria	0	0	×	×	0	0	0				0
Croatia	0	0	×	×	0	0	0				0
Cyprus	0	0	×	×	0	0	0				0
Czech Republic	0	0	×	×	0	0	0				0
Denmark	0	0	×	×	0	0	0				0
Estonia	0	0	×	×	0	0	0				0
Finland	0	0	×	×	0	0	0				0
France	0	0	×	×	0	0	0				0
Germany	0	0	×	×	0	0	0				0
Greece	0	0	×	×	0	0	0				0
Hungary	0	0	×	×	0	0	0				0
Ireland	0	0	×	×	0	0	0				0
Italy	0	0	×	×	0	0	0				0
Latvia	0	0	×	×	0	0	0				0
Lithuania	0	0	×	×	0	0	0				0
Luxembourg	0	0	×	×	0	0	0				0
Malta	0	0	×	×	0	0	0				0
The Netherlands	0	0	×	×	0	0	0				0
Norway	0	0	×	×	0	0	0				0
Poland	0	0	×	×	0	0	0				0
Portugal	0	0	×	×	0	0	0				0
Romania	0	0	×	×	0	0	0				0
Slovakia	0	0	×	×	0	0	0				0
Slovenia	0	0	×	×	0	0	0				0
Spain	0	0	×	×	0	0	0				0
Sweden	0	0	×	×	0	0	0				0
United Kingdom	0	0	×	×	0	0	0				

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STANDARD



FITTED AS OPTION



NOT AVAILABLE

